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INTRODUCTION

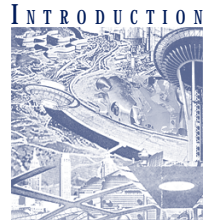
Project Summary and Organization

The Center City Urban Design and Implementation Strategy will provide a comprehensive urban design framework for all of the functional and geographic areas of downtown and adjacent neighborhoods. It will also provide specific design directions for gaps and opportunities that exist in the Center City's urban design fabric. The Strategy will address urban design issues identified in neighborhood plans and generally grouped under these five categories:

The draft Plan Summary/Gaps and Opportunities Report is one of the first steps in developing Connections and Places: A Center City Urban Design and Implementation Strategy. It is intended as a resource to working teams of the Center City Urban Design Forum and will also be further refined and included as a background piece for the overall urban design strategy. The report summarizes key planning and urban design efforts of the past 15 years for downtown and its surrounding neighborhoods. Plans and studies selected for review include efforts to develop a comprehensive framework for downtown development, neighborhood plans, and master plans for specific areas. Many of these plans and studies have had a significant influence on setting vision, policies and strategies for downtown urban design.

The summary for each plan or study includes:

- Background and Purpose of Plan or Study
- Summary of Vision, Goals or Principles
- Summary of Urban Design Elements and Recommendations
- Status of Implementation





Common Themes and Issues for Center City Urban Design

Common themes in all of the urban design and neighborhood visions and plan recommendations reviewed include:

Places

Downtown as Civic Place, Commercial Place and Residential Place: Integrating commercial, retail and residential aspects of downtown. Downtown accommodates a variety of uses at different times of day. It acts as a center for government, retail, and commercial office activity. It is also becoming a home to diverse residents. Downtown must be designed with all of these users in mind.

Distinctiveness of Neighborhoods and Districts: Most, if not all, of the key planning and urban design efforts for downtown have recognized the importance of neighborhoods. Each of the nine Center City neighborhoods has distinct qualities that we would like to retain and enhance.

Retaining diversity, historical character and cultural heritage while accommodating change.

Safe neighborhoods

Signature Public Projects: There are a significant number of public buildings and spaces under construction, being designed or proposed. These include:

- Civic Center/City Hall
- Aquarium/Central Waterfront
- Central Branch Library
- Experience Music Project
- Convention Center Expansion
- Football Stadium
- Olympic Sculpture Park
- South Lake Union Park

Increasing quality housing that is affordable to all.

Connections

Connecting Distinct Neighborhoods and Districts: Although downtown neighborhoods are distinctive in character the sense of connection or transition between them is important. Avoid “dead zones” between neighborhoods. Provide strong pedestrian experience as people move from neighborhood to neighborhood.

Pedestrian Environment and Linkages: Downtown should be attractive to walkers throughout all hours of the day and all seasons of the year. The downtown streetscape as a place for people and not just cars. Making the public realm inviting to people. Making the streetscape a stimulating, comfortable and interactive place.

Creating pedestrian-friendly and human-scaled street environments.

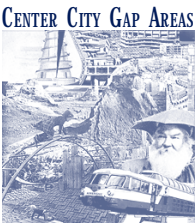
Coexistence of vehicle and pedestrian traffic.

Conflicts

Potential conflicts between the desire for pedestrian-oriented street environments while simultaneously providing for efficient vehicle access and traffic flow. Currently, housing development in the downtown and adjacent neighborhoods is on the rise. At the same time mobility demands in the South Downtown and waterfront areas have intensified due to the building of two new major league stadiums, increased ferry traffic, and increased Port of Seattle and industrial area activity. The various plans for South Downtown, the waterfront and other neighborhoods attempt to balance the needs of pedestrians, trucks and trains.



COMMON THEMES & ISSUES FOR
DOWNTOWN URBAN DESIGN



Gap Areas

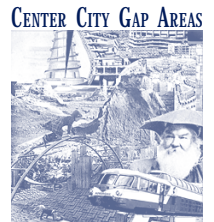
Area A - Uptown/Seattle Center/Belltown

Bermuda Triangle

Approximately ten city blocks between Broad Street, Aurora Avenue, and Denny Way that are not within any of the Urban Center or Urban Village boundaries. Neighborhood or other plans have not addressed the area.

Northwest Belltown/Waterfront North

The northwest corner of Belltown is rapidly changing due to substantial residential growth, which is now beginning to introduce high-rise structures in an area predominantly characterized by low to mid-rise development. Major high volume thoroughfares like Elliott and Western Avenues present real challenges to the area's evolution as a pedestrian oriented high-density residential neighborhood. A variety of public projects concentrated in this corner of downtown, including the sculpture garden, Vine Street Green Street and Belltown P-Patch, provide opportunities to redefine the character and function of the area. The Belltown and Uptown Queen Anne neighborhoods also both share an interest in improving connections through this area to better link the Seattle Center with the Denny Regrade and downtown waterfront.



Area B - South Lake Union/Denny Triangle

Westlake Avenue

An urban design concept and strategy for improving the existing right-of-way as a boulevard is needed. The strategy would need to include a process for coordination and neighborhood participation.

Broad Street

The Broad Street corridor has the potential to be a significant connection between the south end of Lake Union and Elliott Bay. Existing and proposed public destinations along the Broad Street corridor include the South Lake Union Park and Maritime Heritage Center, Experience Music Project, Seattle Center and Olympic Sculpture Park. The corridor currently has a number of significant urban design challenges including the need for Mercer/Valley corridor transportation improvements. Broad Street passes under Aurora and Dexter Avenues and the concrete underpass is not an amenable pedestrian environment. A portion of Broad Street forms one edge of the "Bermuda Triangle," and area not addressed by neighborhood or other plans. There are also a number of sites along the corridor currently used as parking lots.

Denny Way

The South Lake Union and Denny Triangle neighborhood plans recommended urban design and planning for the Denny Way corridor as a long term strategy. The Denny Way corridor is considered an important gateway, neighborhood edge and connector bordering several urban villages. It is also a potential area for intensive development in the future.

Area C - Waterfront

Waterfront and Alaska Way Viaduct

As the major urban design resource in downtown, the Waterfront is critical to defining the character and identity of Seattle's downtown. Neighborhood planning for the Downtown Urban Center did not substantially address Waterfront issues, although several pending projects could have significant impacts on its character and function. A substantial amount of development has occurred in the Waterfront area, helping to incrementally implement some of the vision outlined for the area in the 1987 Harborfront Public Improvement Plan. There is a need to assess these developments and update the vision for the area to respond to changing conditions and new issues.



Area D - Pike/Pine Corridor

Pike/Pine Corridor between Pike Place Market and Retail Core

The Pike/Pine corridor is a major east/west linkage between the waterfront/Seattle Aquarium, the Pike Place Market, Westlake Park and the retail core, the Washington State Trade and Convention Center, and Capitol Hill neighborhoods. The 1st/2nd Avenue corridor is a major north/south linkage connecting significant downtown destinations such as Safeco Field and the new football stadium, Pioneer Square, the Seattle Art Museum, Benaroya Hall, the Pike Place Market, Belltown and Seattle Center. Although street improvements have been implemented along Pike and Pine Streets, the area between 1st and 3rd Avenues and Stewart and Union Streets still lacks the vitality of the adjacent Pike Place Market to the west and the Retail Core to the east.

US Post Office Building

Recent development in the area, including Benaroya Hall has rendered the building face a noticeable gap in the pedestrian environment along Third Avenue, Union Street and University Street.

Area E - Downtown Core

Pedestrian Connections over I-5

Interstate 5 remains a significant gap between downtown and the Capitol Hill neighborhoods to the east. Public facilities bridging the area between Pike Street and Seneca Street have improved pedestrian connections. However, challenges to pedestrian movement across I-5 still exist at Denny Way, Pine Street, Madison, James Street, Yesler Way and other crossings. The Pike/Pine and First Hill neighborhood plans include recommendations for improving connections over the freeway.

First Avenue between Marion and Cherry Streets

Through public and private investment over the years, First Avenue between Belltown and Pioneer Square has become downtown's "main street." The blocks along First Avenue between Marion and Cherry Streets, however, are still pose a gap in the pedestrian environment due to parking garages and blank walls at street level and the Columbia Street on-ramp to the SR 99 viaduct.

Area F – South Downtown

Chinatown North

This area between James and Jackson Street and 2nd and 6th Avenues S. is a significant transition zone between the Civic Center, Chinatown/International District, and Pioneer Square. The Second Avenue Extension has been addressed by the Pioneer Square Neighborhood Plan and other plans related to King Street Station. The area is characterized by surface parking lots on slopes between 4th and 6th Avenues. Public spaces along Yesler Way are in need of revitalization. The pedestrian-oriented streetscape of 5th Avenue needs to be extended south towards Chinatown/International District. An urban design vision and strategy are needed for this area so that public actions and private investments may help achieve a desirable transition between the Civic Center and the two neighborhoods.

King Street Station Area

Although a number of plans have been developed for public spaces and pedestrian connections and improvements in this area, implementation is pending. There is still a need to tie in urban design of the King Street Station area to urban design for the Civic Center and Chinatown North.

First/Occidental Corridor

The area is changing due to the development of Safeco Field and the new football stadium. Commercial development of the WOSCA site is likely. Urban design concepts have been developed for Occidental Avenue between Pioneer Square and Safeco Field and implementation is contingent of the development of the football stadium.

Policy Gaps

Open Space Plan

Need to develop a comprehensive framework for a Center City Open Space System, inventory and evaluate the existing state of Center City open spaces, identify additional open space needs within the Center City, identify priorities for open space investments, examine current tools including the downtown TDR and bonus programs for acquiring and improving open space sites, and propose strategies for increasing and improving open space.

Open Space TDR

Currently does not exist as a mechanism for acquiring new open space sites

View Protection

Need to review current approach to view issues and determine what additional measures are appropriate.

Street and Alley Vacations

Because of the frequency of requests, the implications on the scale and character of development, and the potential for facilitating desired development, there is a need for further guidance in evaluating street and alley vacations in downtown neighborhoods.

Skybridges

Further work on revisions to the downtown skybridge policies is needed to guide evaluations of proposals for grade-separated facilities.

Street Classifications and Standards

Downtown streets currently are designated according to their intended vehicular, transit, and pedestrian functions. These designations trigger certain development standards for abutting properties, guide siting and design of bonusable public benefit features, and, to a lesser extent, establish standards for street use and right-of-way improvements. Additional designations have been proposed in some neighborhood plans, primarily to address the design of the public street right-of-way, as opposed to the current provisions focused on development abutting the street. Need to determine the most effective approach for addressing both the design of street space and the relationship between the street and abutting development.

Street Right-of-Way Design

Downtown neighborhood plans call for developing design standards defining desired urban design qualities and engineering standards for “pedestrian-oriented” streets. The emphasis is on the treatment of the public right-of-way. Need to determine whether to develop standards for uniform application on different types of downtown streets or emphasize developing streetscape designs for specific streets.

Streetscape Plans

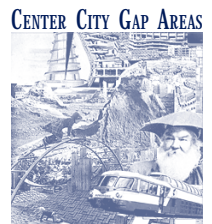
Streetscape plans for special downtown streets such as Great Streets, Green Streets, others that are important for downtown pedestrian circulation that address both right-of-way treatments and standards for abutting development are needed.

Green Streets

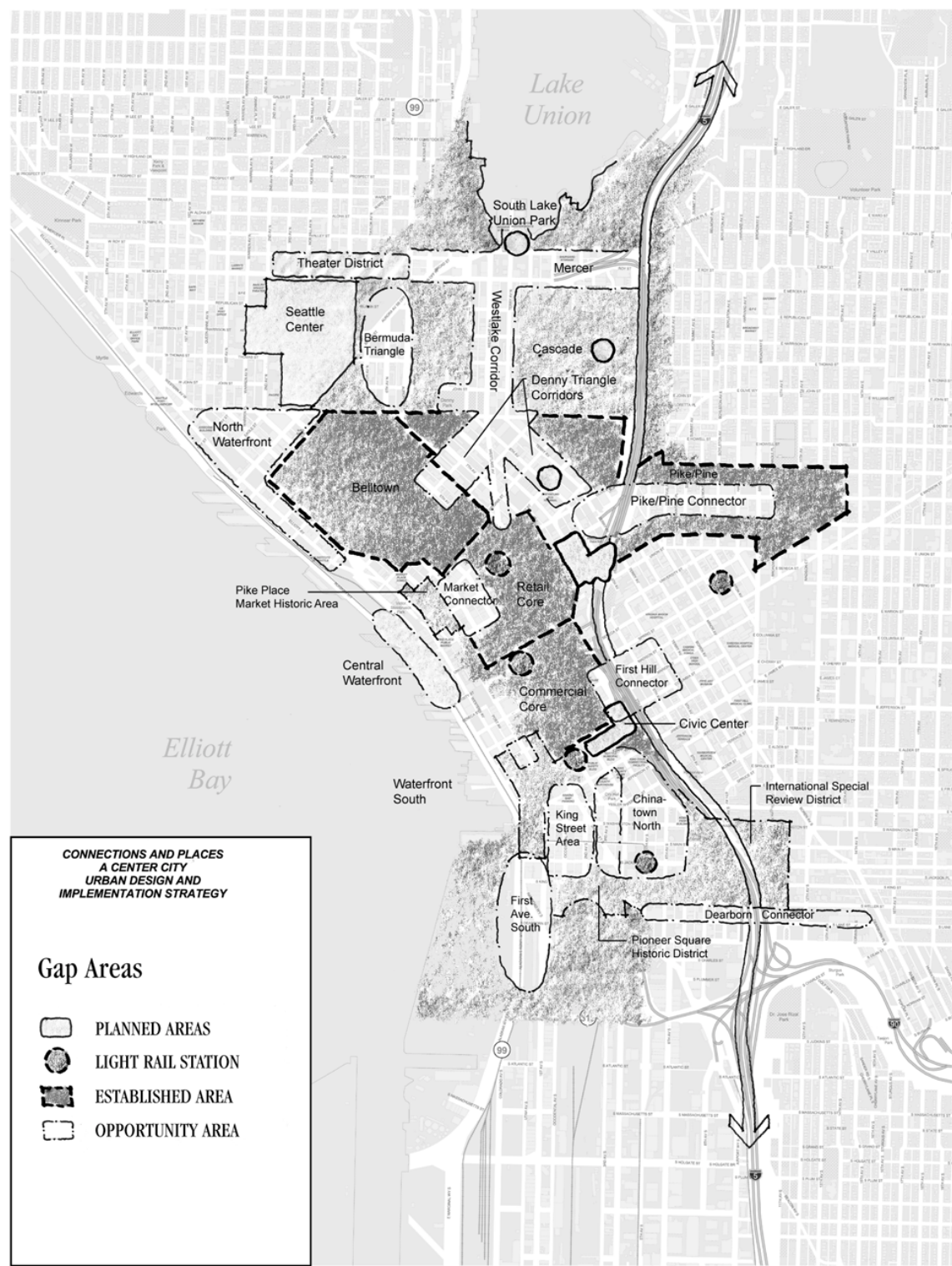
Work on concept plans and implementation strategies are underway for the 9th and Terry Green Streets in the Denny Triangle and Vine and Cedar Streets in Belltown. Need a comprehensive program for developing Green Street concept plans and implementation for all designated Green Streets in the Center City.

Conservation

DUCPG plans and the plans of downtown and adjacent neighborhoods include proposals for promoting historic preservation and maintaining existing development characteristics in some areas. Current provisions need to be reviewed with recommendations on how they might be revised including the potential for a more comprehensive conservation strategy for the larger center city area.



Center City Gap Areas



Center City Urban Design Framework/Vision

Over the past 15 years a number of visions, goals and principles have been developed for the Downtown Urban Center and adjacent neighborhoods. *Connections and Places* will affirm a framework for Center City urban design based on previous urban design and neighborhood visions, principles and goals. Several key visions include those from the 1994 Downtown Design Forum, the 1985 Downtown Plan and the 1999 Downtown Urban Center Neighborhood Plan Visions for particular neighborhoods and projects in the Center City will also be considered.

Downtown Plan (1985)

The 1985 Downtown Plan set framework policies and implementation guidelines for downtown land use, transportation, housing and human services, urban form and economic development. The Downtown Plan's vision for downtown may be summarized as follows:

- Downtown as a preeminent regional center.
- Downtown of varied character areas.
- Downtown as a center of culture and entertainment.
- Concentrated retail core.
- Concentrated office core.
- Revitalized harborfront.
- Residential downtown neighborhoods.
- Housing/mixed use crescent.

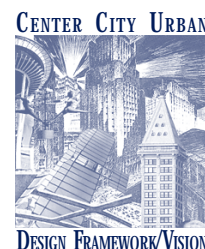
Transportation:

The Downtown Plan's transportation policies and strategies were based on the principle that transit and pedestrian travel should be the primary means of internal circulation within downtown. The plan included street classifications identifying the intended traffic, transit and pedestrian function of each downtown street. The street classifications were intended to guide actions such as standards that would require new development projects to include pedestrian improvements. A downtown circulator, extension of the waterfront street car, expansion of the ride-free zone, and a transit boulevard through the Denny Regrade were other proposals for improving transit and pedestrian circulation within downtown.

Urban Design – Development Standards and Incentives:

The Downtown Plan established prescriptive development regulations to address design issues. This approach was intended to provide a clear set of rules for development without relying on discretionary review procedures such as design review. It was also intended to minimize the need to address design-related issues through SEPA. The Downtown Plan was intended to address the quality of the public street environment. Proposed regulations were focused on the most critical aspects of how a project relates to the street. Development standards and incentives include the following:

- Street Level Development Standards – Street level conditions of projects are addressed through street façade requirements.
- Upper Level Development Standards – In addition to height limits and FAR limits on nonresidential uses, regulations on overall building bulk are addressed through upper level development standards.
- View Preservation and Green Street Setbacks – Upper level setbacks required on sites that abut designated view corridors or Denny Regrade Green Streets.
- Development Incentives – Urban design objectives promoted through incentives that allow developers to increase the floor area of a project by voluntarily including specified public amenities.
- Historic Preservation – Mechanisms for transferring unused development rights from designated Seattle landmarks in the downtown core as an incentive for protecting and rehabilitating these structures.
- Design Review – Process established for reviewing major downtown office projects during CAP. (Replaced by the City's Design Review Program.)



Open Space:

Priorities – The highest priority is for new public open space projects that enhance residential neighborhoods, reinforce the retail core, and improve public access to the downtown waterfront.

Bonus-able open space features – Incentives to promote private development of public open space on project sites in most downtown zones.

Open Space requirements – Residential developments are required to provide interior and/or exterior common recreation space for use by occupants.

Special open space provisions – Incorporation of public open space in all major projects built in downtown. Also, new parks proposed for the following community development program areas: Harborfront, Westlake Boulevard, North Kingdome, and Union Station corridor.

Green Streets – 12 streets designated as Green Streets in downtown as an alternative for increasing the supply of open space in downtown.

Streetscape – Substantial landscaping and sidewalk widening were proposed for a Third Avenue Transit Mall through the Denny Regrade, Second Avenue through the Denny Regrade, and along Westlake Avenue between the retail core and Lake Union, and connections between downtown and the waterfront.

Street and Alley Vacations/Skybridges:

Policies emphasized the need to demonstrate the public benefit derived from a street or alley vacation as well as impacts related to scale, view obstruction, pedestrian circulation, etc.

Criteria established for reviewing pedestrian grade separations. Overall emphasis was on maintaining pedestrian activity at street level and therefore discouraging pedestrian grade separations.

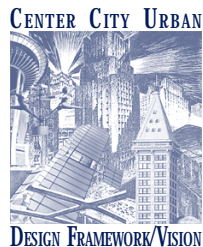
Downtown Design Forum (1994)

The Downtown Design Forum held in June, 1994 brought together architects, planners, City staff, neighborhood organizations and other citizens to develop framework recommendations to guide the City's decision making on near and long term policies for downtown transportation, civic projects, the retail core and housing. An important outcome of the Forum was a framework for downtown urban design that included a vision, principles and beliefs. Downtown Design Forum participants envisioned downtown as:

- An economic engine
- A cultural center
- A series of neighborhoods
- A regional center
- A “symbolic” center
- Everybody's neighborhood
- A concentration of diversity and variety
- The world's image of Seattle
- A civic center

Principles that came out of the Forum:

- Strengthen retail component of economic engine.
- Retain diversity in housing and retail.
- Celebrate and build on unique qualities.
- Pedestrian friendly downtown = respect for public.
- Balance individual needs with collective interests.
- Make it easy for residents and visitors know where they are and how to get where they want to be.
- Leverage public investments to accomplish more than one goal.
- Housing, Housing, Housing.
- Provide services to help low-income people function effectively.
- Encourage and accommodate spontaneity.
- Make Downtown user-driven.



Beliefs:

- The pedestrian is #1.
 - Link downtown with water in any direction.
 - Promote housing at all cost levels.
 - Promote diversity & variety across all categories.
 - Facilitate downtown living.
 - Increase open space.
 - Retail is the “glue” that binds downtown.
 - Culture is critical to variety.
 - Downtown is the regional center (cultural, economic, governmental).
- In addition to the overall Framework above, the outcomes of the forum included framework recommendations for the following focus areas:

Open Space - The Public Realm:

Participants in the Downtown Design Forum emphasized the importance of the public realm for urban quality of life. They proposed a framework for an open space system that would consist of a network of new and existing parks as well as people oriented streets that would connect open spaces within the downtown and surrounding neighborhoods. There was much emphasis on making the public realm (streets) comfortable and safe for pedestrians, responsive to natural and social environmental conditions, amenable to neighborhood activity and interaction, places for public life, and the relationship of public and private realms.

New Parks recommended by Forum:

Recommendation

Status/Outcomes

Denny Regrade Park (Expansion) acquisition.

No further improvements or property

Westlake Park (Expand or New Park in vicinity?)

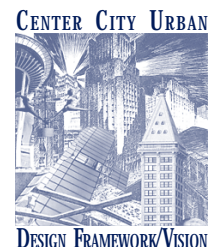
No expansion anticipated. Potential development of Westlake Circle on other side of Westlake Center.

Civic Center Park

Under design per Civic Center Master Plan.

Festival/Performance Park (on waterfront at S Washington Street)

Not implemented.



Transportation:

Focused on enhancing the pedestrian experience of downtown streets, creating a downtown circulator, street connections between downtown neighborhoods, and optimum use of existing parking resources in downtown.

Housing, Neighborhoods & Services:

Proposed residential focus areas throughout the downtown area, emphasized building of residential communities and neighborhood streets with incentives and investment from the public sector.

South Downtown & Civic Center:

Proposed siting of new Federal courthouse over freeway, a new symphony hall on the current central branch library site, a municipal center with new city hall and justice center on the Municipal and Public Safety sites, a cultural institution or trade center at Union Station, and neighborhood connections such as:

- Open space over I-5 connecting Harborview Hospital with downtown
- Connecting Pioneer Square and ID through urban design around King Street Station intermodal terminal
- Extended Occidental Mall to connect the new baseball park and Kingdome with Pioneer Square.
- Enhancing pedestrian environments along Marion, Madison and 5th Ave.
- Waterfront – downtown pedestrian connections

Highlights of Recommendations:

Recommendation

Status/Outcome

Pike-Pine Shuttle

Not implemented

Downtown Circulator; 15 minute headways connecting all downtown points and neighborhoods.

Downtown Circulation Study proposed a downtown circulator route. Not Implemented.

New Monorail stop at Bell

Not implemented

Pine Street

Reopened to auto and bus traffic between 4th and 5th Avenues. Improvements recommended by the Pine Street Advisory Task Force implemented between Pike Place Market and 7th Ave.

Designate Residential Focus Areas

Occurring in Belltown, Pioneer Square, Chinatown/ID and probably in the Denny Triangle in neighborhood plan.

Neighborhood Streets

Pike and Pine – “Green Streets,” weather protection, pedestrian lighting, sidewalk retail activity, respond to sun angles, extra trees, permit jaywalking, merchant ownership of streets, no uniformity in street furniture, DSA & PDA responsible

Improvements have occurred along Pike and Pine streets due to both private projects like Pacific Place and Nordstrom as well as capital improvements by the City of Seattle. Further improvements may occur with the convention center expansion.

Connectors to Waterfront - Pike and University; new pedestrian connections to waterfront at Lenora and Bell Streets.

Harbor Steps completed

Links between Pioneer Square and ID - Intermodal terminal

King Street Station undergoing revitalization. King Street Area Urban Design Study followed in 1998. Some street improvements are being implemented in 2000.

Union Station

Union Station revitalized as Sound Transit headquarters. Area south of Union Station being redeveloped for commercial uses.

Connection across freeway/open space - Expand existing sloped open space across freeway to Harborview Hospital.

Not implemented

Symphony Hall - Downtown site was preferred:

Marathon Block

- Include other uses (co-location)
- Ensure lively street presence
- Preserve northern 1/3 for private development
- Relate to Art Museum along 2nd Ave.

Library Site

- Include other uses (co-location)
- Ensure a lively street presence
- Relate to Federal Courthouse

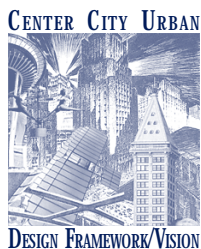
Marathon Block selected for Benaroya Hall. Concert Hall occupies full site Bus tunnel entry on 2nd Ave. Small retail in 3rd Ave. foyer and on 2nd Ave.

Library - Preferred site: between 1st and 2nd, Pike and Pine; Alternative site: between 2nd and 3rd, Pike and Union

New library building to be located on current library site. Under design.

Existing Library Site - Use for Symphony Hall or private development (if Library is relocated)

Location for new library building under design.



Federal Courthouse - Recommended site over freeway

Located in Denny Triangle.

Convention Center - Northward expansion appeared likely

- Provide for retail and entertainment uses in the base
- Provide public parking in the base
- Add housing on top
- Serve with Pike-Pine shuttle
- Bridges must be aesthetic gateways

Northward expansion under construction.

MOHAI to relocate in base of expansion in 2004.

Baseball Stadium - Site preferred south of Kingdome (Minimize impacts on ID and Pioneer Square)

Safeco Field built on site south of Royal Brougham. Pedestrian Connections Plan developed for area and other mitigation created.

Frederick & Nelson Building - Provide public support to make retail redevelopment feasible

Building remodeled as Nordstrom. Pacific Place built across street from new Nordstrom.

Municipal Center - New Public Safety Building; Redevelop Municipal Building on current site; Create new civic park; Disperse City functions

Civic Center Master Plan developed in 1999. Design for open space, city hall and justice center underway.

Seattle City Light Site - Potential short-term uses; Potential long-term uses; City Light offices in new building; Private development

Redeveloped for office and retail.

Public Safety Building Site - Principal recommendation: create new civic park

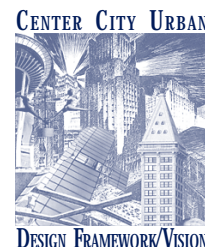
Part of Civic Center Master Plan

Homeless Meals Programs

Not concentrated in fragile residential neighborhoods downtown; Maybe at Municipal Center, co-located with new civic park

New projects not covered by the Downtown Design Forum:

- New football stadium replacing the Kingdome
- Light rail
- Sculpture Park
- Aquarium/Central Waterfront Park
- Denny Triangle
- South Lake Union Park
- Convention Place Station redevelopment



Downtown Urban Center Neighborhood Plan (1999)

In the summer of 1995, the five downtown neighborhoods (Commercial Core, Denny Triangle, Denny Regrade, International District and Pioneer Square) formed the Downtown Urban Center Planning Group (DUCPG) to update the 1985 *Downtown Land Use and Transportation Plan* through the City's Neighborhood Planning Program. This neighborhood plan resulted in a City work program for implementation based on the committee's recommendations for Housing, Land Use, and Transportation. The Downtown Urban Center Neighborhood plan also served as a policy umbrella for the five downtown neighborhood (urban center village) plans.

Vision:

"The downtown Urban Center is a mosaic of residential and mixed-use districts, regional cultural facilities, civic and retail cores. Within a preeminent urban center is the foundation for a vital Downtown. Respecting the unique identities of the five individual neighborhoods is as important as recognizing the powerful forces which drive a larger regional vision for Downtown. With this foundation in place, there is great potential to refine the art of living and working Downtown."

Urban Design Character, Streets and Open Space:

The Downtown Urban Center Planning Group recognized the importance of how downtown looks and feels relative to its continued viability as a business, shopping, residential, and tourism center. The planning committee proposed that a comprehensive urban design master plan be developed for downtown in order to enhance the unique qualities of the downtown neighborhoods while also providing a unifying framework for the design of downtown rights-of-way and open spaces.

Bonus and TDR Program Revisions related to Urban Design:

DUCPG recommended changes to the City's bonus and TDR programs related to the development of a downtown urban design plan. These include the following:

- Consolidating some of the bonus program public benefit features such as parcel parks, residential parcel parks, rooftop gardens, hill climb assists, hillside terraces, urban plazas.
- Eliminating sculptured building tops, shopping atriums, shopping corridors and public atriums from the menu of Bonus-able public benefit features.
- Making retail shopping, sidewalk widening, and overhead weather protection mandatory code requirements with complementary base FAR increases.
- Adding preservation of landmark historic buildings to the list of priorities for the use of TDRs.
- Allowing sites retained or developed as new open space to sell TDRs to other downtown development projects.
- Allowing TDRs from open space sites to be used as part of a designated open space implementation program.

Pedestrian and Green Streets:

Several urban design related recommendations were proposed for streamlining the process for implementing streetscape improvements on pedestrian-oriented streets. These include:

- Simplifying the City's existing street classifications.
- Devising a funding mechanism for design, construction and maintenance of pedestrian-oriented streets.
- Designating a lead City agency for design, construction and maintenance of pedestrian-oriented streets.

Improve Mobility throughout Downtown:

The Downtown Urban Center Neighborhood Plan includes capital investment and operational recommendations for optimizing the use of downtown streets for pedestrian, bicycle, auto, truck, and transit uses in relation to land uses, activity centers, intermodal facilities and linkages with surrounding areas. Several of the recommendations are closely related to the development of an urban design strategy:

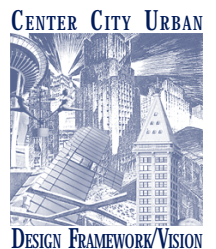
- Preparation of pedestrian arterial corridor plans for selected locations.
- Identification of transit requirements and capital improvements needed on downtown surface streets to accommodate increased transit use following closure of tunnel to buses.
- Designs for designated Green Streets in downtown neighborhoods. Revising design, implementation, and maintenance policies for Green Streets. Defining themes and design standards for downtown Green Streets based on neighborhood plans for use by Design Review and related City improvement programs.
- Designation of Key Pedestrian High Volume Streets and Key Pedestrian Arterials on selected City streets with suitable standards for sidewalk improvements, lighting, landscaping, and other facilities.
- Development of a design concept for "Westlake Boulevard."

Downtown Design Review Guidelines (1999)

The Downtown Design Review Guidelines are intended for discretionary review of siting and design characteristics for certain new private development projects in downtown. The Downtown Plan, Seattle Land Use Code, and DCLU Director's Rule 20-93 on Public Benefit Features together established the policies and regulatory context for development sites and proposals evaluated by the downtown Design Review Board. The Guidelines bridge the gap between policies and regulations by providing a framework for discussing how design solutions for a specific proposal on a given site may best address the urban design intentions of the downtown plan and code.

The measure that the Design Review Board uses to determine success in the public realm focuses on the public's perception and use of the urban environment. Success occurs when:

- The project's site planning and massing respond to the larger context of downtown and the region.
- The building's architectural expression relates to the neighborhood context.
- The building's street façade creates a safe and interactive pedestrian environment.
- The project's public amenities enhance the streetscape and open space.
- The project's vehicular access and parking impacts on the pedestrian environment are minimized.





Key Downtown Planning/Urban Design Areas

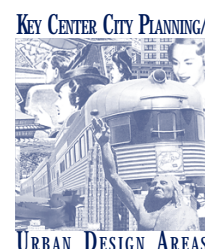
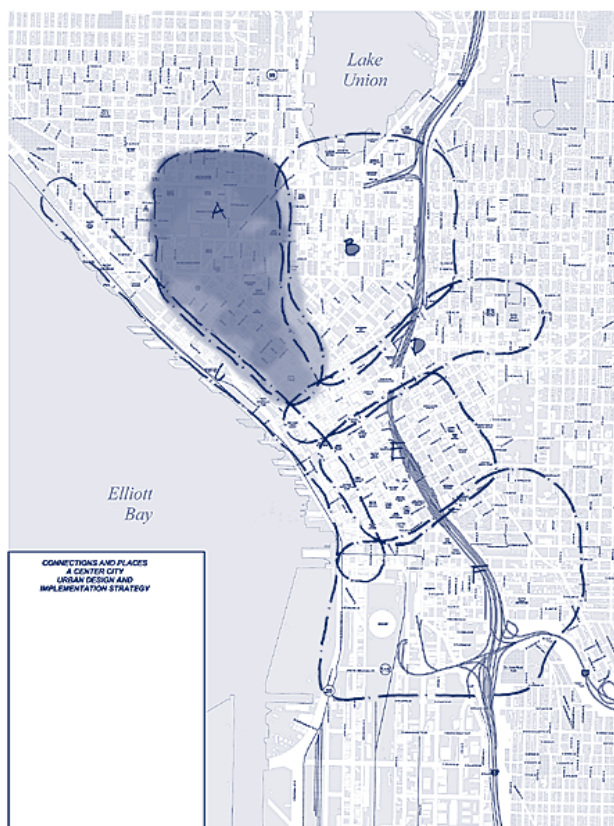
Area A – Uptown/Seattle Center/Belltown

Second Avenue Urban Design Plan (1986)

In the 1980's, Second Avenue was considered a crucial area of Belltown with the potential for becoming a prime location for residential neighborhood business development. The Implementation section of the 1985 Downtown Plan included a policy for long-range community development agenda for the Belltown neighborhood. One of the implementation guidelines under this policy set a framework for a comprehensive program of street improvements in Belltown. Second Avenue was targeted for improvements that would reduce traffic speed and create a more pleasant environment for pedestrians and street-oriented housing. Subsequently, the Second Avenue Urban Design Plan was developed through a combined effort on the part of the Belltown community, the City of Seattle, and a consultant team. The Second Avenue street improvement project was intended to support community development efforts by helping to create a viable residential neighborhood, maintaining efficient traffic flow while mitigating its impacts, allowing for gradual change in land use and development, and enhancing Second Avenue as a gateway to the central business district. The project was also intended to improve pedestrian safety and upgrade the neighborhood's visual image. The following physical design approaches were used to achieve the project's goals:

- Use of street trees to quickly upgrade Second Avenue's visual quality and structure.
- Narrowing the street width from four lanes to three.
- Widening of the sidewalks by four feet on both sides of the street.
- Upgrading of street lighting.
- Curb bulbs at key intersections.
- Uniformity of sidewalk paving materials along the whole length of the street.
- Artwork and other unique design details.

Status: The project was implemented.



Growing Vine Street (1997)

Members of the Belltown community organized the Growing Vine Street Project in 1997. The goal of the project has been to turn the eight-block length of Vine Street between Alaskan Way and Denny Way into a street park. Vine Street is one of four Belltown/Denny Regrade streets that were designated Green Streets through the 1985 Downtown Plan. *Growing Vine Street* addresses criteria stated in the Director's Rule for Green Streets and includes two elements:

- A Preliminary Master Plan for Green Streets and Pedestrian Circulation
- A conceptual design for developing Vine Street as a Green Street

Growing Vine Street is intended to be a catalyst for developing the Green Street concept to improve the neighborhood's pedestrian and urban environment. Themes or principles underlying the project are:

- Bioregionalism
- Stormwater and Biofiltration
- View Corridors
- Social Engagement
- Public Art
- Education and Interpretation
- Community Participation

Preliminary Master Plan:

Objectives of the Preliminary Master Plan included:

- Consolidating existing information and documentation related to Green Streets and pedestrian circulation in the neighborhood
- Providing a neighborhood context for developing the Vine Street Green Street conceptual design. The context includes connection points to surrounding neighborhoods, pedestrian circulation, vehicular traffic, other Green Streets and alley circulation.

The Preliminary Master Plan illustrates a circulation system with 3rd Avenue as a north/south “transit core” through the neighborhood crossed by Green Streets at Clay, Cedar, Vine, Bell and Blanchard Streets. North/south alleys are also indicated as an important part of the pedestrian circulation system in Belltown.

The Vine Street Plan:

The key elements of the conceptual design include:

The Runnel – A proposed watercourse running the length of Vine Street. Intended as an urban bioswale collecting surface runoff from roofs and streets.

Three Zones – The eight blocks of Vine Street are divided into three zones: An “entry portal” on the west and east ends of the street, the “Slopes” between Elliott Bay and 1st Avenue, and the “Flats” between 1st and 5th Avenues. In the Slopes zone, the street pattern angles like switchbacks climbing the steep hill and creates a wide area for the “cistern steps” with terraces that allow the water to descend stepwise from 1st Avenue to Elliott Bay. In the Flats zone, the street design consists of a narrow side and a wide side for pedestrians. The narrow side allows for a full sidewalk width with street trees and plant pockets for “greening buildings.” The wide side contains the Runnel, assorted water “plays,” walkways, arbors and other features.

The Urban Surface – Landscaping on Vine Street is intended to have a vital role in mitigation of water quality, sound masking, improvement of air quality, and a focal point for the community's social life. The planting pallet includes a wide range of plant materials. The plan also proposes the creation of a bioswale for collection and detoxification of street runoff.

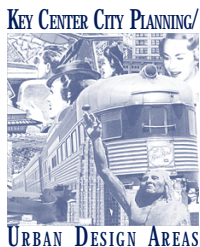
Kit of Parts – The Kit of Parts is a collection of flexible design elements that form a framework for long-term development of the Vine Street Green Street. The plan includes examples of water features, landscaping, lighting, paving materials, street furniture and hardware, and signs. These are possible elements that may be added over time within the Growing Vine Street framework as each new development project occurs.

Preliminary Technical Review – A preliminary review of technical considerations, safety and accessibility for the project was conducted by an engineering consultant.

Regulatory Considerations – Recommendations for policies and regulations for the design, implementation and maintenance of the Vine Street Green Street were included in the plan.

Implementation Guidebook:

A Growing Vine Street Implementation Guidebook was subsequently developed by the steering committee to further refine the plan's design recommendations and implementation strategies.



Belltown Neighborhood Plan (1998)

The Belltown neighborhood has become increasingly residential since the Denny Regrade Housing Strategy and 1985 Downtown Plan recommendations were implemented in the late 1980's. The Second Ave. Urban Design Plan and developments along First Ave. have also helped to enhance the commercial and residential character of the neighborhood.

Vision:

The Belltown vision identifies five core values. The Denny Regrade (Belltown) is an Urban Community concerned with quality of life and built on:

- Social Equity
- Economic Viability
- Environmental Stewardship
- Security
- Respect for its Cultural and Historic Traditions.

Land Use Vision:

Work to achieve a desirable balance between future residential and business development. Promote a safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity. Promote human scaled architecture, particularly ground level retail uses. Develop public/private investment strategies to attract and support the type of development desired to meet growth targets. Increase neighborhood businesses and encourage businesses to provide jobs for residents and to attract visitors for a healthy business climate.

Transportation Vision:

- To provide a circulation system enabling people to live, work, shop, and play in the Denny Regrade and all of Downtown Seattle without a car.
- To accommodate vehicular access, egress, and parking supporting residences, business institutions and destinations within the Regrade.
- To manage routing and growth of vehicular traffic that uses the Regrade as a through-corridor and to mitigate neighborhood impacts.

Pedestrian Environment Vision:

The Denny Regrade seeks to entrust public spaces to all our stakeholders and ensure its care. Our public spaces (50% of the gross land in the Denny Regrade) need to be transitional edges that melt together, creating intimate associations between public and private space. We choose to view our streets as our front porches, the alleys as our back doors, and the parks (both public and private) as our yards and gardens. Through education and community ownership we want to enhance the physical makeup, providing creative quality, people and children friendly community spaces and activities for all.

Public Safety and Neighborly Regulations Vision:

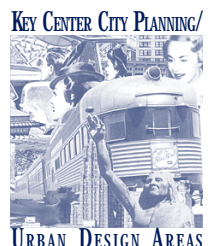
Create a neighborhood that is safe to live, work and play.

Open Space:

The Belltown Neighborhood Plan proposed a Green Streets and Open Space Connections Strategy that combines a series of actions to improve and enhance connections to Open Spaces outside, but near, the neighborhood, most notably Myrtle Edwards Park and the Seattle Center. The proposed Olympic Sculpture Park may also become a significant open space on the periphery of the neighborhood. The plan includes recommendations for designing Green Streets as urban street parks and connections between neighborhood open spaces such as the Belltown P-patch.

Green Streets:

The Belltown Neighborhood Plan includes a Key Strategy for Green Streets and Open Space Connections. This strategy combines a series of actions that will provide parks and open space opportunities for residents of (Belltown) without significant expenditure of public funds for acquisition. The neighborhood would like to improve Green Streets within the community and enhance connections to open spaces adjacent to the



neighborhood, most notably Myrtle Edwards Park and the Seattle Center. During the neighborhood planning effort, a Green Street master plan was developed for Vine Street. Green Street Recommendations include:

- Implementation of the Growing Vine Street and other Green Streets as designs are developed.
- Designate Clay Street, Eagle Street and Bay Street as Green Streets.
- Extend the Vine Street Green Street designation to Denny Way.
- Improve alleys as connections to and through Green Streets through mid-block crossings and traffic bulbs, screening dumpsters, installing lighting, promoting alley entrances, naming alleys and retaining brick paving. No alley connections across arterial streets.
- Streetscape and Pedestrian Environment Guidebook and Green Streets Guidelines for the neighborhood.

Character Areas:

The plan identifies three distinct character areas in the neighborhood that coincide with designated Green Streets:

- Bell and Blanchard Region (South of Battery Street)
- Vine, Cedar and Clay Region (North of Battery Street)
- Eagle and Bay Streets (connections to Myrtle Edwards Park, waterfront and Seattle Center)

Pedestrian Connections:

Additional pedestrian connections between Belltown and the waterfront were also addressed in the neighborhood plan. The neighborhood opposes a vehicle/railroad grade separation at Broad Street, Elliott Ave. and Alaskan Way. Locations for additional waterfront connections include at-grade crossings of the railroad tracks at Wall Street, Vine Street, Clay Street, Broad Street and Bay Street. The neighborhood would also like a de-emphasis on the use of Alaskan Way by through traffic between the ferry terminal and Pier 70.

Status:

- Vine Street – refinement of master plan and design will become part of Green Streets Program for Downtown and the Center City.
- North Waterfront Access Project – Seatran is developing a RFP for preliminary design, environmental review and public participation (January, 2000).
- Additional Green Streets designated as a result of neighborhood plan: Bay, Eagle and Clay Streets.

Queen Anne Neighborhood Plan (1998)

The Queen Anne Neighborhood Plan is organized around a series of “specific plans” or key strategies that address both the aspirations of the larger Queen Anne community as well as specific geographic, social, urban character, and mobility objectives.

Vision:

Queen Anne, a varied and exciting community in the heart of the city, (embarked) on a planning process to achieve a future with:

- A unique community character, both physical and social, which expresses its history, extraordinary assets and talented people
- A sense of community and cohesiveness, marked by friendliness, communication and caring for each other
- A community of active and engaged people, striving to meet local recreational, social, educational and service needs
- Varied housing opportunities for a diverse population, especially including strong single family neighborhoods and attractive multifamily neighborhoods
- Pleasant and safe streets and paths that encourage walking and bicycling
- A sense of stewardship toward and awareness of the natural environment
- Convenient access by transit and car, both within the community and to other areas
- Vital commercial areas meeting local needs and, where suitable, regional needs for goods, services, entertainment, recreation and jobs
- Attractive parks and natural areas for active recreation and quiet enjoyment
- A feeling that persons and property are safe
- A vibrant Seattle Center, as both a valuable community resource and a premier regional amenity

The specific plans that address the Uptown Queen Anne Urban Center include:

Uptown Park Neighborhood:

The intent of this specific plan is to provide a focus and incentive for redeveloping this area into a core residential district in the Uptown Queen Anne Urban Center. The planning committee saw potential for this area to be a safe and pleasant residential environment in the middle of the city. The plan recommended concentrating multifamily residential development, extensive streetscaping, a neighborhood park, and other amenities to create a coherent and high quality neighborhood within the urban center. A series of “key landscaped streets” along which multifamily housing development will be concentrated were identified.

Uptown Center:

Described as an “urban neighborhood character strategy” intended to create a viable, pleasant, and unique mixed-use urban neighborhood in the Urban Center. The Specific Plan seeks to define the essential character of Uptown Center and as a crossroads for the neighborhood. Strategies include design guidelines specific to Uptown Center, a new conservation district to preserve historic and affordable apartment buildings, a neighborhood park, and a neighborhood center/meeting facility. Uptown Center is intended to complement the Uptown Park Neighborhood.

Elliott Bay Access:

Recommendations for improving neighborhood access to Elliott Bay and Myrtle Edwards Park by constructing pedestrian and bicycle bridges over the Burlington Northern Santa Fe railroad tracks. Related to the “Queen Anne Bicycle Beltway” specific plan.

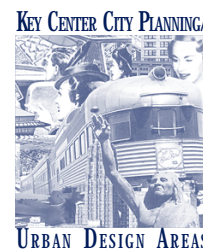
Open Space:

The Uptown/Queen Anne neighborhood would like to maintain and create attractive parks and natural areas for active recreation and quiet enjoyment. The Queen Anne Neighborhood Plan recommends acquisition of a site for a neighborhood in the proposed Uptown Park area of the neighborhood, improved access to Myrtle Edwards Park and the Elliott Bay shoreline, and other additions to the public park system in the area.

Seattle Center Master Plan Update (1997)

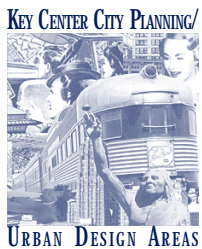
In 1988, the Disney Corporation developed a master plan for the Seattle Center. Seattle Center administration amended the plan in response to citizen concerns about the appropriateness of Disney’s recommendations. The amended master plan was adopted by the City Council. Currently, the Seattle Center is in need of renovations and improvements to the buildings that were constructed as temporary structures for the 1962 World’s Fair. The Seattle Center administration is preparing a post-2000 vision for the facility with a community planning process beginning in late 2000 for the areas adjacent to the Experience Music Project. Planning principles for the Seattle Center from the 1997 Seattle Center Master Plan update include:

- Maintaining a free, un-gated access to the grounds.
- The original street grid as an organizing principle for the Center’s open space and pedestrian passageways.
- The campus will be organized as a series of indoor and outdoor “rooms.”
- The edges of the Center will be softened and open out to the community.
- The grounds shall reflect a balance of hard and soft surfaces and there is a commitment to increase green space.
- Will nurture the growth of performing and visual arts through: encouraging the support and growth of existing and new art forms on campus, integrating art expression in the design and construction of new campus facilities, and providing for the appropriate display of public art on campus grounds.
- Seattle Center is an urban gathering place offering programs and opportunities for people of all ages and economic and ethnic backgrounds; a place whose strength is in its diversity of environments and experiences.



Mercer Theater District Master Plan (1998)

A master plan was developed in 1998 for the Mercer Street corridor adjacent to the Seattle Center. The intent of this plan is to reinforce the Center's theater district by transforming it from a back door to the Seattle Center into a festive cultural environment with connections to other parts of the campus. The design team developed a list of recommendations including the removal of a traffic lane on Mercer Street for widening of the sidewalk, a more open and accessible opera house, a major public space round which to create a theater district, and a clear connections to the center of the campus.



Area B – South Lake Union/Denny Triangle

Denny Triangle Neighborhood Plan (1998)

The Denny Triangle is a downtown neighborhood with much potential for new residential development and creation of an urban neighborhood. The planning committee recommended that the City amend the zoning and bonus system in order to stimulate housing development in the neighborhood. One of the plan's key strategies focuses on neighborhood improvements to create residential enclaves along designated green streets. Focus amenity bonuses to nurture residential enclaves in the vicinity of the Green Street couplets on 9th and Terry Avenues between Denny Way/Bell and Pike Street, Blanchard and Lenora between 5th Avenue and Denny Way, and within the northeastern portions of the neighborhood along Denny Way.

Vision:

Denny Triangle, one of Downtown's five urban villages, possesses within its boundaries a unique opportunity to accommodate growth, as well as expand and enhance such components of our neighborhood as employment, residential, office, retail, technology based business, transportation and neighborhood amenities. Planning will recognize our neighborhood's eclectic and diverse environment, while considering Denny Triangle's potential in the context of the larger regional vision during the process of updating the existing Downtown Plan.

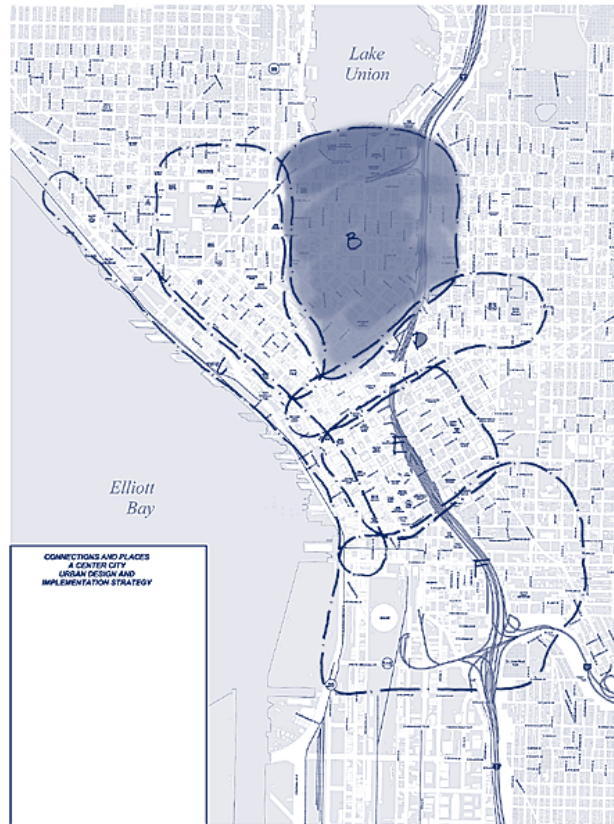
Open Space:

Open space is considered key to the development of a livable neighborhood in the Denny Triangle. "Civic" open space will serve a dynamic and vital role in the neighborhood's quality of life. In order to accommodate the anticipated growth of this neighborhood, the Denny Triangle Neighborhood Plan includes a combination of new open space acquisition and development as well as design and implementation of Green Streets. The plan recommends acquisition and development of an Olive/Howell Wedge Park on the triangle of land bordered by Howell, Olive and Terry. Another key recommendation is that open space be an element of the Convention Place Station redevelopment. The plan also affirms the 1985 Downtown Plan's recommendation for a major new open space at Westlake Circle as a formal approach to downtown and south terminus for Westlake Boulevard. Following completion of the neighborhood plan, a Transfer of Development Credit Program for the Denny Triangle was adopted by the City Council. The Transfer of Development Credit Program enabled the creation of the Denny Triangle Amenity Credit Fund that enables developers

participating in the program to make contributions to an account that will fund future off-site open space improvements recommended in the Denny Triangle Neighborhood Plan.

Westlake Boulevard:

- Redevelop Westlake Boulevard as a linear urban design element.
- Develop Westlake Circle at south terminus of Westlake Boulevard as an open space and revise the traffic pattern.



Convention Place Station Redevelopment:

The plan recommends that a “transit village” be created at the Convention Place station. This was considered a Long-term project to take advantage of the development capacity above the potential underground Sound Transit station at the Convention Center to anchor residential development, transition to the entertainment/amenity area of the downtown, and create local amenities to benefit the neighborhood. The project could include any or all of the above. Recommendations for City obtaining control of site and using ISTEA funding to develop a mixed use “transit village” with open space, capital facilities, housing and office/commercial space.

- Develop a Denny Way Improvement Project to improve this edge of the neighborhood.
- Develop neighborhood public art program.

South Lake Union Neighborhood Plan (1998)

South Lake Union lies to the north of downtown Seattle. The planning committee emphasized that the area has traditionally had a diverse maritime, commercial/light industrial and, to a lesser extent, residential character. They identified five distinct “character districts” within the neighborhood. It is an area of mixed uses that include warehousing, small business, residential and light manufacturing. The South Lake Union Neighborhood Plan includes recommendations that are relevant to the Center City urban design in three areas: neighborhood character, parks and open space and transportation.

Vision:

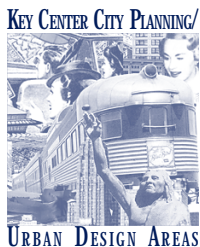
The future of the South Lake Union planning area will be characterized by:

- A pervasive human scale and ambiance consistent with a vital, aesthetically pleasing, safe, and energetic neighborhood which embraces a dynamic intermixing of opportunities for working, living and playing.
 - Retention of a significant element of the area’s commercial activities, including opportunities for business growth.
 - A full spectrum of housing opportunities.
 - Ecologically sound development and life-styles and promotion of ecologically sound business practices.
 - Ease of transportation for all modes within and through the area.
 - A variety of open spaces serving the needs of the area and the city, with emphasis on Lake Union, the continued preservation thereof for a wide range of uses.
 - A sensitivity to the area’s history and historical elements.
- Coordination with plans of adjacent neighborhoods.

Neighborhood Character:

Land use in South Lake Union is described in the plan as a “functional mix of commercial and light industrial with small areas of residential.” The neighborhood character plan recommendations were intended to perpetuate the dynamic commercial and light industrial quality of the neighborhood. Under Neighborhood Character, the neighborhood recognized five distinct districts within the neighborhood and recommended different approaches for each:

- Waterfront District: Recommended developing design guidelines to preserve and enhance the historical “industrial maritime” character, public access to the lake and view corridors. Design guidelines should include thematic lighting, pedestrian crossing paving, street furniture; landscaping and how new cultural facilities may complement the Waterfront District’s character and uses.
- Westlake District: The focus here was on establishing a conservation district to preserve commercial/industrial character of this area. Tools for achieving this objective included TDR for older buildings and design guidelines and neighborhood oversight for new development.
- Cascade District: The Cascade Neighborhood developed the *Sustainable Strategies: Proposed Cascade Neighborhood Council Guidelines* in 1997 as a supplement to the City’s Design Review Guidelines. The neighborhood’s existing SCM zoning has encouraged new housing to be developed in the last five years. Concerns stated in the plan related to residential parking requirements, siting of social services and the transition between light industrial and residential uses.



- Denny Corridor: The plan recommends this area be used as a receiving area for TDRs from the Westlake District.
- Aurora Corridor: The plan recommends that this be a receiving area for TDRs from the Westlake conservation district.
- The plan mentions the development of corridor plans for Denny Way and Aurora Ave. N as long term considerations. The neighborhood recognizes the importance of these corridors as gateways and locations for future intensive development.

Parks and Open Space:

Open space in South Lake Union has a strong connection with Seattle's history, maritime heritage, urban agriculture and recreation. The South Lake Union Neighborhood Plan includes an Overall Open Space Plan built around several existing open spaces: South Lake Union Park, Cascade Playground, and Denny Park. Open space and parks are the focus of a key recommendation that includes proposed revisions to the 1991 South Lake Union Park Master Plan, implementation of the Cascade Playground Master Plan, improvements to Denny Park, and acquisition of the privately owned Denny Playfield. The Overall Open Space Plan for South Lake Union also suggests linkages between the neighborhood's public and private open spaces. The master plan for South Lake Union Park is being revised as per the neighborhood plan recommendations. South Lake Union Park was considered by the neighborhood to be one end of a "cultural Corridor" with museums and educational facilities extending from the Lake to Seattle Center. The plan also noted that future development of the City-owned properties south of Valley Street should complement the park.

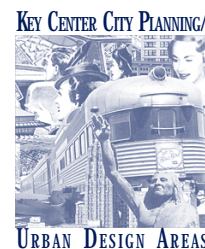
Suggested a long-term proposal for the development of a density bonus incentive strategy for the provision of pocket parks. The plan also included examples of design concepts for small open spaces.

Transportation recommendations related to urban design:

- Denny Way and Aurora Avenue Corridors: The plan recommends planning for these two corridors as gateways to the city and as areas of future intensive development.
- Pedestrian Streetscape Strategy and "green street" designation as a character statement for South Lake Union. This recommendation requires additional work on the concept. It was not clear what the neighborhood would like to achieve with the "green street" designation.
- Much attention was given to the Mercer/Valley corridor traffic situation. A number of specific streetscape, traffic and pedestrian improvements were recommended for the Mercer/Valley corridor. These include the Roy Street crossing of Aurora Ave. N and improvements on Valley Street between South Lake Union Park and the City-owned properties.

Other

- Potlatch Trail – The plan recommends connecting South Lake Union Park to the proposed Potlatch Trail that would connect South Lake Union to the Seattle Center and the north end of the Waterfront. A committee has been working on alternatives for the alignment of the trail.
- Westlake Boulevard Improvements – There is no specific recommendation in the South Lake Union Neighborhood Plan for urban design along Westlake Avenue. There is a statement in the Approval and Adoption Matrix, under the "Activities Already Accomplished..." section that indicates the planning committee, consultants, SeaTran and property owners were working to define appropriate streetscape improvements for Westlake Ave. This street also lies within the recommended Westlake District described in the plan where the neighborhood would like to set up a conservation district to preserve the existing commercial/industrial character of the area.



Sustainable Strategies: Proposed Cascade Neighborhood Council Design

Guidelines (1997)

The Cascade Neighborhood Council (CNC) decided to develop a neighborhood-specific set of design guidelines. Sustainable Strategies will serve as a nonbinding supplement to the City's existing Design Review: Guidelines for Multifamily and Commercial Buildings. The distinguishing feature of the CNC guidelines is that they provide guidance on issues of sustainable development and how a building performs ecologically. Sustainable Strategies serves three objectives:

- Familiarize the Design Review Board with CNC priorities in the form of guidelines.
- Suggest strategies, as well as resources, that developers may use to implement the guidelines.
- Provide the community with a checklist for the evaluation of new projects.

Sustainable Strategies includes guidelines and strategies for the following goals:

- Goal 1: Strengthen Community
- Goal 2: Use Energy Efficiently
- Goal 3: Conserve Materials
- Goal 4: Protect Waterflows
- Goal 5: Enhance the Natural Environment

South Lake Union Park Master Plan (1991, currently under revision)

In 1991 the City Council adopted a master plan for development of South Lake Union Park. By 1999 it became apparent that the 1991 master plan was in need of updating with the emergence of the following:

- The opportunity for the City to acquire the Naval Reserve property in 2000.
- The South Lake Union Neighborhood Plan's recommendations for several modifications to the park master plan (see above).
- The City's plan for redeveloping the South Lake Union properties along the Mercer/Valley corridor.
- The potential for an Maritime Heritage Center with an expanded Northwest Seaport and Center for Wooden Boats on the park site.

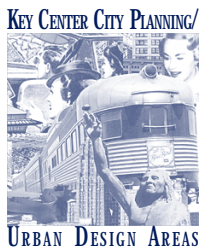
South Lake Union Park will cover approximately 12 acres at the south end of Lake Union with possible expansions to the east and west. The area west of the Terry Avenue right of way will be designed for public park and recreational open space typically accommodating informal activities such as picnicking, walking and small boat launches. The area east of the Terry Avenue right of way will be used primarily for the Maritime Heritage Center. Major elements of the proposed master plan revision include:

Maritime Heritage Center:

The Maritime Heritage Center (MHC) will be a regional center for hands-on preservation of traditional boat building and maritime history. The MHC will include moorage of large historic vessels at the Wharf north of the Naval Reserve armory building. The 240 foot long Wharf will be re-configured to accommodate long-term moorage of five large historic vessels and short-term moorage for visiting vessels. The Center for Wooden Boats will also expand its floating moorage to accommodate around 200 small boats for display and rental. The MHC's exhibits and offices may eventually be housed in the Naval Reserve armory building contingent on the conditions of the City's Memorandum of Understanding.

Northwest Canoe Center:

The Northwest Canoe Center is also part of the Maritime Heritage Center. It will occupy an approximately ½ acre site in the public open space area and feature a long house and carving shed.



Pedestrian Crossing of Mercer corridor:

Parking for South Lake Union will be located across Valley Street to the south. Heavy vehicle traffic on Valley Street may require a pedestrian bridge over the street to ensure safe pedestrian access to the park.

Shoreline Renovation and Wetland:

The ½ mile long park shoreline will be varied and provide continuous walking experience between wetland, restored beach, the Wharf and the Wooden Boat Center's floating docks.

Pedestrian/Bike Trail: A pedestrian/bike trail is planned for the perimeter of the park and will connect the Fairview Avenue East pedestrian/bike trail with the Westlake Multipurpose trail to be constructed in year 2000. The pedestrian/bike trail will connect with the park's internal pedestrian walkway system.

Status:

The Parks Department and the Navy are finalizing the details of the purchase agreement for the US Naval Reserve Armory facility. The South Lake Union Advisory Committee has completed review of a revised South Lake Union Park Master Plan that will soon be presented to the Parks Board. A consultant team led by Peratrovich Nottingham and Drage has been selected to complete the design, engineering, and permit process for South Lake Union Wharf Project at the Armory Building. The Parks Department hopes to have access to the Navy property by July.

South Lake Union Properties: Urban Design Concepts and Analysis (1999)

The objectives of the urban design and economic analysis for the South Lake Union properties include promoting a desirable economic development consistent with the neighborhood plan, financial return from the sale or development of the properties, creating an attractive gateway to the city from I-5, urban design features and design guidelines that will strengthen the connections between the neighborhood, properties and South Lake Union Park.

Composite Development Scenario:

The development scenario most representative of the community's and City's vision would include:

- A cultural use
- Office buildings
- Biotechnology research buildings
- A small hotel with ground floor service/retail

Relationship to South Lake Union Park:

The relationship to South Lake Union Park lies primarily in reflecting the park's design elements by extending open space into the project sites and incorporating compatible features, provision of parking available to park users, and pedestrian access to the park from project sites. This would include a pedestrian bridge over Valley Street, an improved crossing at Terry and Valley, and other gateway improvements along this section of Valley.

Gateway District:

The consultant team suggested that the Valley Street corridor could be designed as a distinctive, continuous entry sequence between I-5 and the Seattle Center. Suggested gateway image would consist of bold, unifying landscape and art features celebrating the neighborhood's maritime and industrial heritage and natural features.

Highlights of Principles for Urban Design Character:

- Pedestrian zone along Valley Street
- Connections (pedestrian and bicycle) between SLU/Cascade uplands and SLU waterfront.
- CSO Project: Valley Street and underground cabling in conjunction with CSO in 2002 (Opportunity)
- Westlake Ave. N "Great Street"
- Terry and Boren Avenues designed as pedestrian-oriented environments.



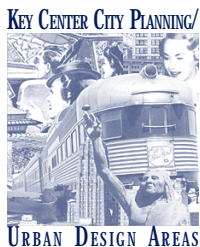
- Valley Street redesign to balance vehicle and pedestrian uses
- Mercer Street redesign to make it more pedestrian-friendly.
- Gateway character: continuous streetscape design theme for the Mercer/Valley couplet between I-5 on/off ramps and the Broad/Mercer underpass.
- Improving or re-configuring the following intersections and crossings:
 - Westlake/Valley
 - Fairview/Valley
 - Terry/Valley

Property Disposition:

The City issued a request for qualifications for developer proposals in February, 2000 and is in the process of reviewing submittals. Vulcan Northwest submitted qualifications for development of all ten sites. The Nordic Heritage Museum submitted qualifications to develop the SE corner of Westlake and Valley.

Mercer Portal (1999)

The South Lake Union Beautification Foundation (SLUBF) has been formed by South Lake Union business and property owners for the purpose of transforming the area around the I-5 on/off ramps at Mercer Street into a gateway to the city. SLUBF has enlisted the involvement of State and City transportation agencies and hired the Weisman Design Group to develop a site inventory and several conceptual alternatives for the improvements.

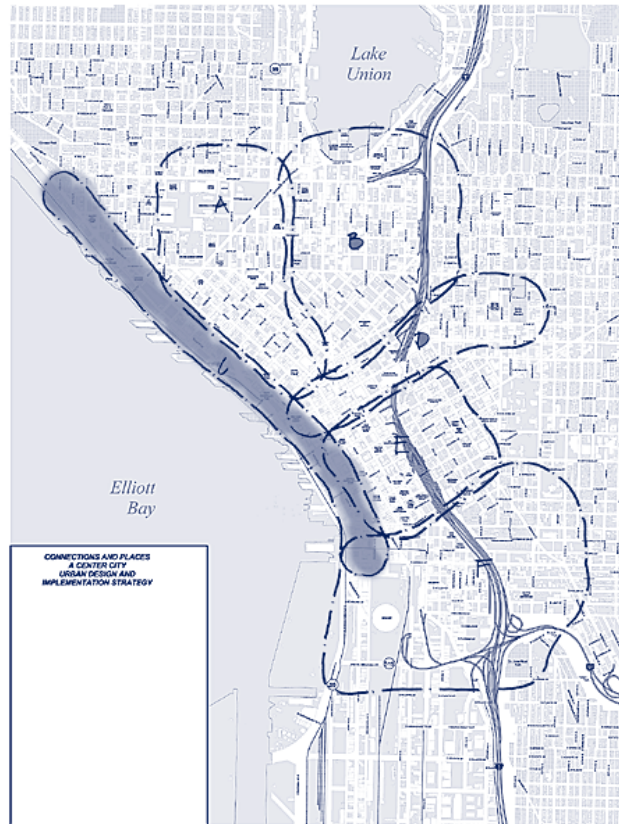


Area C – Waterfront

Downtown Land Use and Transportation Plan (1985)

The Downtown Plan established Framework Policy N that stated that “the City shall actively work to revitalize the Harborfront in order to strengthen maritime activities and enhance opportunities for public access.” The Downtown Plan incorporated guidelines for land use and development for the shoreline west of Alaskan Way (Downtown Harborfront 1) and the upland areas to the east (Downtown Harborfront 2). The guidelines were further specified and adopted as part of the Land Use and Zoning Code and revisions to the Shoreline Master Program, “Urban Harborfront Environment.” The land use policies provide a system of regulatory controls designed to maintain the existing scale of development over water and to encourage additional moorage space on the perimeter of the piers. The Downtown Plan designated a historic character area between Piers 54 and 59 governed by review criteria established in the Land Use and Zoning Code. The designation enables incentives for increased height and density outside the historic character area to encourage new water dependent uses as significant components of redevelopment projects. The Downtown Plan set a framework for a comprehensive planning and community development program for achieving an active marine environment with opportunities for public access and recreation. Explicit guidelines encouraged:

- Diversion of railroad tracks to the tunnel under downtown
- Reduction of Alaskan Way to two or three lanes
- Consideration of additional parking garages
- Extension of the Waterfront Streetcar
- Improved pedestrian connections with the rest of downtown
- Development of bicycle facilities between Myrtle Edwards Park and Pioneer Square
- Development of major new open space integrated with the promenade and linkages to downtown
- Exploration of opportunities for new public and private moorage



Mayor's Recommended Harborfront Public Improvement Plan (1987)

The Harborfront Public Improvement Plan was intended as a next step in achieving the 1985 Downtown Land Use and Transportation Plan's vision and framework policy for reuniting the waterfront with the rest of downtown, strengthening its maritime character and enhancing public access. The plan proposed strategies for the revitalization of the downtown waterfront area along Alaskan Way between Pier 48 and Myrtle Edwards Park north of Pier 70. Narrow corridor between Elliott Bay and properties east of Alaskan Way. As a framework for future urban design along downtown waterfront the plan focused on recommendations for public improvements in the following areas:

Activity Zones:

Four Activity Zones were used to describe and organize the diverse uses of the waterfront:

- Mixed Use
- Public
- Commercial/Retail
- Maritime Transportation

Plan recommendations for public actions and improvements were intended to strengthen the identity of each of these areas.

Open Space/Public Access:

The Harborfront Improvement Plan provided a policy framework for developing the downtown waterfront between Pioneer Square and Myrtle Edwards Park as a linear “walking park” with a series of different activity zones and open spaces along its length. The plan included recommendations for a series of harborfront street-end parks including one at Vine Street, a pier park and marina in the vicinity of Lenora and Virginia Street, an improved entrance to Myrtle Edwards Park at Broad Street and redesign of Waterfront Park. Since 1987, the Bell Street Pier and marina have been built and the Central Waterfront Master Plan has been developed. Promenade integrated with public spaces at key street ends, enhanced pedestrian connections to downtown.

Aquarium Renovation/Expansion:

Policy recommendations for implementing a long-range plan for expansion of the Seattle Aquarium into a dynamic, world-class facility on the Harborfront and redesigning the adjacent Waterfront Park for added activity, improved pedestrian circulation and visibility to the street were included in the plan.

Transportation:

- South Access to Ferry Terminal
- 2 lane Alaskan Way
- Striped bicycle lanes/14- foot combined lanes
- Railroad relocation to tunnel
- Public Moorage
- Waterfront Park (temporary)
- Washington Street
- Piers 64/65 Area
- Vine Street

Highlights of Recommendations:

Recommendation

Status/Outcome

Support efforts by Port of Seattle to build a new cruise ship terminal and transient moorage between Piers 64 and 66. Develop pier park and marina...with connections to Pike Place Market and Denny Regrade.

Completed as the Bell Street Pier and Marina. Proposed cruise ship terminal expansion to be completed by November, 2000.

Expand capacity of Washington Street Boat Landing for recreational moorage. To be coordinated with WSDOT expansion of Colman Dock ferry terminal. Enhance the Washington Street Boat Landing with an active concession use and additional moorage capacity.

Adjacent park area closed. No improvements to structure. Expansion of Colman Dock uncertain due to I-695.

Develop 20-35 foot wide Alaskan Way promenade with special paving, lighting street furniture and public art.

Some widening of sidewalk. Inconsistent paving materials and widths depending on adjacent development.

Provide improved bicycle access through striped bicycle lanes or a 14-foot wide general traffic lane.

Dedicated asphalt bicycle path on east side of Alaskan Way between Pioneer Square and Myrtle Edwards Park.

Provide an active gathering space at the foot of University Street with a highly visible landmark feature.

Harbor Steps completed and provides improved connection between the Waterfront and downtown. A revitalized Waterfront Park could include these features.

Enhance the Pike Street Triangle at the entrance to the Aquarium...

May be resolved by new Aquarium facility and urban design improvements.

Develop a small park at Vine Street...

Not implemented.

Mark and enhance the entrance to Myrtle Edwards park at Broad Street. Enhance the link from Broad Street to Myrtle Edwards Park with signs, landscaping and other amenities.

Not implemented. Proposed Olympic Sculpture Park may help to provide needed enhancements.

Proposed North Waterfront Access Project, under study by SeaTran may have significant impacts.

Redesign the existing Waterfront Park to add activity, improved pedestrian circulation and visibility to the street.

Not implemented. Central Waterfront Master Plan (1994) proposed several alternatives for redesign. Pending funding. Significant relationship to Aquarium expansion.

Implement a long-range plan for the Seattle Aquarium to achieve the vision of a dynamic, world-class facility on the Harborfront.

Framework subsequently established in the Central Waterfront Master Plan (1994). Architect hired and design underway. May be conflicts with siting of the building over Piers 62 and 63.

Consider the acquisition of Piers 62/63 to create additional public space for the Aquarium and other educational/recreational uses.

Piers 62 and 63 acquired by DPR and currently used for open space and events. Probable site for the new Aquarium building. Potential conflicts with new residential development across Alaskan Way.

Relocate Burlington Northern railroad operations to the tunnel under downtown to improve pedestrian and vehicular safety and create new opportunities for public use of the right of way.

Implemented.

Enhance the transition through the Viaduct area for pedestrians by improved sidewalks, cross walks, lighting, graphics and pedestrian signals.

Improvements have been made but still problematic in some places. Pioneer Square Neighborhood Plan calls for improved pedestrian connections between the neighborhood and the Waterfront.

Work with Metro to extend the streetcar to Pioneer Square and the International District and to make it a more efficient transportation link along the Harborfront.

Implemented.

Enhance the connection to Pioneer Square at Washington Street and the link along Alaskan Way from the ferry terminal to the boat landing.

Not implemented except for traffic diversion.

Retain a safe, attractive corridor along the Marion Street Overpass to the Ferry Terminal.

Cosmetic improvements via mural.

Create a street park from the Convention Center to the Harborfront along University Street through a LID sponsored by DSA and property owners.

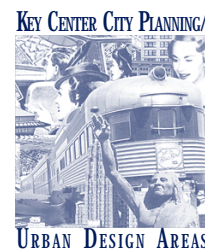
Not implemented except for Harbor Steps.

Provide a mechanical assist and walking connection at Pine Street as part of a parking garage at the PC-1 site at the Pike Place Market.

Not implemented.

Renovate the Lenora Street Overpass as part of a project for redevelopment of the upland area acquired by the Port of Seattle.

Implemented.



Develop a street park along Vine Street from the Denny Regrade to the Harborfront...

Concept plan developed by the Belltown neighborhood with Neighborhood Matching Fund.

Implementation pending further refinement of concept plan and funding.

Enhance Broad Street with landscaping, banners and lighting to emphasize the connection from the Harborfront to the Seattle Center.

Currently under study by SPO.

Work with WSDOT to achieve a south access route to the Ferry Terminal.

Implemented

Reduce Alaskan Way to two traffic lanes to discourage through traffic with no destination on Alaskan Way.

Not implemented. Potential conflict with freight mobility use of Alaskan Way through the waterfront

Maintain Alaskan Way as the designated route through downtown for oversize vehicles (trucks).

Potential conflict with pedestrian-oriented use of the waterfront.

Work with Metro to improve transit access to the Harborfront.

Downtown Circulator proposed by Downtown Circulation Study (SeaTran) includes Waterfront.

Incorporate historical maritime themes into the design of public spaces on the Harborfront.

Strategy or guidelines?

Maintain the historic character area between Piers 54-59 as defined in the Downtown Plan and shoreline code.

Review criteria in Land Use and Zoning Code.

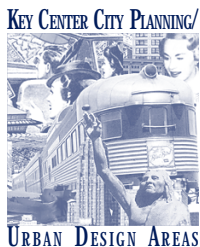
Mayor's Recommended Design Guidelines for the Central Waterfront Project Street Vacations (1992)

These design guidelines or conditions for specific public realm improvements were developed by the Central Waterfront Design Review Committee to advise the City Council on street vacation requests related to the Port of Seattle's Central Waterfront Project. These included the vacation of undeveloped right of way between Bell Street to the north and the Pine Street ROW to the south, part of the Alaskan Way ROW to the west and the railroad ROW to the east (Central Waterfront uplands). Recommended guidelines focus on land use, transportation, and design impacts from street vacations and the overall scale of the proposed project. The street vacations enabled the Port's redevelopment of the above area for hotel, housing, office and retail uses. The guidelines addressed public benefits proposed by the Port in the form of a multipurpose trail, stairways, hillclimbs and assists connecting downtown with the central waterfront, and a skybridge linking the project, downtown and Denny Regrade to Pier 66 in exchange for the street vacations. Project Components included:

- Hotel facility north of Lenora Street
- Trade center office building north of Lenora Street
- Housing south of Lenora Street
- Related restaurant and retail
- Public hillclimb assist in Lenora St. ROW
- Enhanced pedestrian connections from Denny Regrade to Pier 66
- Multipurpose trail and associated landscaping east of the waterfront trolley
- Public spaces proposed by project or required by conditions.

General Conditions included:

- Reducing the impact of large building masses through the use of modulation, variations in color and texture of materials, and building height levels.
- Building breaks in the form of courtyards, setbacks, or hillclimbs along the Alaskan Way façade of the project. Building breaks approximate the locations of vacated ROWs at Blanchard, Lenora, Virginia and Pine Streets. Also provide opportunities to vary materials, colors and textures.



- Treating rooftops in a manner to add visual interest to their expanse; organizing roof forms and rooftop elements in an aesthetically pleasing manner. Extensive use of landscape materials, roof decks and patios are encouraged.
- Providing adequate signage on all hillclimbs, stairways, trails, and public spaces to encourage their use by the general public.
- Using design elements and materials to separate public and private spaces within the project. Designing public spaces of high quality and similar materials.
- Installing a clock tower reminiscent of earlier clock towers on the waterfront.
- Complying with the transparency requirements of Land Use Code for DH2 applicable to commercial and residential portions of the project.

The following are recommended guidelines that addressed the role of Alaskan Way as an open space corridor, connections to the City's trail system to the south, pedestrian and vehicular access to and from adjacent parcels, and impacts of building bulk due to the vacation of the ROW:

(Note: Recommendations are project specific. Many waterfront areas adjacent to the project need to be upgraded or improved to achieve consistency.)

Recommendation

Status/Outcome

Continuous linear open space elements between Wall Street to the Pike Street hillclimb.

Implemented

Consistent paving materials for the trolley safety zone in order to reflect the urban character of the waterfront. Alignment of trees with power poles.

Mostly consistent in north end of waterfront north of Pike Place Hillclimb). Other areas of the waterfront have not all been upgraded yet.

8' multipurpose trail running north-south along entire length of project with durable materials and consistent with paving materials in other public spaces in the project.

Mostly consistent in north end of waterfront north of Pike Place Hillclimb). Other areas of the waterfront have not all been upgraded yet.

A 5' wide tree planting zone between the roadway and the multipurpose trail.

Implemented

A continuous double row of same species trees along entire project frontage on Alaskan Way.

Implemented

No trees along western sidewalk of Alaskan Way.

Implemented

Min. 8' wide sidewalks between multipurpose trail and buildings.

Implemented

The following are recommended guidelines that addressed conditions for street vacations:

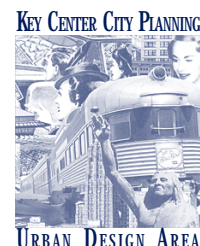
Recommendation

Status/Outcome

Bell Street

View Corridor: Maintain a 66' wide view corridor to be from Elliott Ave. to the east edge of the railroad ROW, a 100' wide view corridor at the Elliott Street elevation between the east edge of the railroad ROW to the outer harbor line. Terminate the view corridor with a waterfront open space. No buildings in the view corridor. Elements in the view corridor to comply with Shorelines regulations. No less than 50% of exterior materials of stairs and towers to be transparent. Construct a clock tower at Pier 66 as part of a stair or mechanical tower. Structures adjacent to view corridor to conform to step-back requirements of the Land Use Code.

Implemented



Overpass: Provide a pedestrian view route on the upper level of skybridge between the Denny Regrade and Pier 66 with signage and pedestrian amenities to encourage visitors to use the pedestrian overpass.

Implemented

Lenora Street

Renovation of the existing overpass with stairs or hillclimb assist and 66' wide pedestrian access and panoramic view corridor. Viewing platform with 90-degree view for public use. Retail and public uses at grade along the hillclimb assist.

Implemented except for retail and public space at grade.

Virginia Street

Maintain upper level view corridor with roof tops, upper level setbacks, mechanical equipment enclosed within structures to preserve views from Steinbrueck Park.

Implemented

Pine Street

Create a significant pedestrian connection between Pike Place Market (Desimone Bridge) and the waterfront along the Pine Street ROW. Relocate Pine St. ROW to align with centerline of the Stewart St. ROW. Design and construct 8' wide stairway with changes of direction, viewpoints and landings, pedestrian amenities and landscaping.

Stairway not implemented.

Central Waterfront Master Plan (1994)

The Central Waterfront Master Plan provides a vision and strategic framework for expansion of the Seattle Aquarium, revitalization of Waterfront Park, and related urban design for this portion of the waterfront. The master plan set a direction for renovation and redevelopment of the City-owned properties along the Central Waterfront including the Aquarium (Pike St. ROW and Pier 61), Waterfront Park (Pier 58 area and Pier 59), and Piers 62 and 63. It established a vision for development and future use of Central Waterfront along Alaskan Way between University Street to the south and Lenora Street to the north. The eastern boundary is the Alaskan Way right-of-way and the western boundary is the Outer Harbor line.

Overall Goal (Waterfront Park):

- Create a major new Waterfront Park by incorporating The Aquarium, the existing Waterfront Park, and Piers 62 and 63 into a single larger park that provides access to the water, open space for both general use and special events, and viewing areas of Elliott Bay.

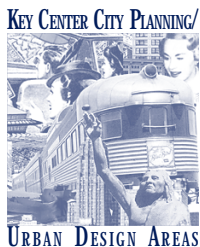
Goals (Aquarium):

- Provide a window into Puget Sound, its wildlife, natural habitats, and aquatic environments.
- Reach the broadest audience possible through the creation of an exciting visitor attraction with exhibits and programs that entertain, involve, and inform the public.
- Promote stewardship of aquatic environments through exhibits and programs designed to engage the minds and motivate actions by the public.
- Meet the highest standards for the care and study of animals and habitats.
- Develop revenue sources and funding strategies that allow The Aquarium to create and maintain first class exhibits, facilities, and programs.

Waterfront Park:

Several alternative concepts are included in the master plan for developing the Central Waterfront as a major public park space. The master plan's goals for Waterfront Park emphasized four important characteristics of the site:

- Views - Maintaining and enhancing views to Puget Sound and the city.
- Aquarium Setting – the Aquarium is an integral element of Waterfront Park.
- Alaskan Way Promenade – Waterfront Park must fit into the larger whole of the Central Waterfront District as well as downtown.
- Programmed Activities – Waterfront Park will provide for displaced activities now occurring on Piers 62 and 63.



The objectives underlying the alternatives included the creation of a single, unified gathering place, circulation completely around the Aquarium building, historical continuity, and the transition between land and water. All of the alternatives involved the expansion of the Aquarium building over Piers 62 and 63. The alternatives for Waterfront Park in the master plan are:

Alternative 1: The historic Pier 59 shed structure retained as loggia. Length and mass of the shed to be cut back in order to open views between the Aquarium and Waterfront Park. Loss of leasable space within Pier 59. Usable park space enlarged.

Alternative 2: Pier 59 and shed removed with views opening between the Aquarium and Waterfront Park. Replaced with concrete piling and decking. Larger civic space providing ample assembly and celebration space that is tied to Aquarium

Alternative 3: Full length of pier is retained with significant opening into Waterfront Park. Arcade extends around the west end of the Aquarium. Loggia is smaller than other alternatives.

Streetscape:

The master plan did not provide specific direction or criteria for streetscape design.

Status:

Architect has been selected and design is underway for the Pacific Northwest Aquarium. Urban designer is part of the design team. Waterfront Park design and development not yet underway. A Memorandum of Understanding between the City of Seattle and the Seattle Aquarium Society for development and management of the new facility has been authorized. There may be conflicts with locating new Aquarium building over Piers 62 and 63.

Olympic Sculpture Park (2000)

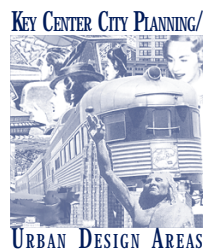
The Seattle Art Museum is leading the development of the Olympic Sculpture Park located at the foot of Broad Street and north terminus of Alaskan Way. The 7.5-acre site includes the former Unocal property bordered by Western and Elliott Avenues and Broad Street. Planning and design for the Sculpture Park are in the preliminary stage. The park will feature permanent and temporary sculpture installations, a small indoor gallery, and may provide a gateway to Myrtle Edwards Park. Timeline not yet established.

North Waterfront Access Project (2000)

The North Waterfront Access project is focused on providing a vehicular and pedestrian grade separation at Broad Street and Alaskan Way. Preliminary design concepts for a grade separation were developed as part of a joint City of Seattle/Port of Seattle freight mobility study in 1998. The grade separation features a bridge structure over the Burlington Northern/Santa Fe railroad tracks alongside Alaskan Way. Although much of the downtown waterfront is becoming increasingly pedestrian-oriented, Alaskan Way remains a significant north-south truck route through downtown. The railroad crossing at Broad Street results in delays for truck and automobile traffic on Alaskan Way. The grade separation poses compatibility and design challenges for upland neighborhood access to the waterfront and well as access to the proposed Olympic Sculpture Park and Myrtle Edwards Park.

Pier 66 Cruise Ship Terminal (2000)

The Port of Seattle is expanding the Bell Street Pier to include a cruise ship terminal to accommodate two luxury cruise lines. The 48,000 square foot, two-story terminal will include space for conferences, exhibitions and other activities. The project is scheduled to be completed by May, 2000. Potential impacts of the terminal on the waterfront include increased pedestrian and vehicle traffic. An estimated 120,000 passengers will pass through the Bell Street terminal this year once the facility is completed. Each ship is expected to generate an additional 1,700 vehicle trips per day on Alaskan Way.



Colman Dock Expansion and Waterfront South Master Plan (1997)

The Waterfront South Master Plan was originally a joint effort by the Washington State Ferries, Port of Seattle and the City of Seattle to evaluate future uses of the waterfront area around Colman Dock. The primary goal of the project has been to create an expanded regional water transportation facility at Colman Dock. The facility would combine infrastructure improvements at Pier 48, Piers 50 and 52 and a remote vehicle holding area on First Avenue (WOSCA property west of the Kingdome). The secondary goal of the project has been to take advantage of the revenue generating potential of the capital project. Master Plan elements included:

- Expansion of the Colman Dock auto terminal facilities
- Expansion of the Colman Dock passenger only ferry terminal facilities
- Widening of Alaskan Way
- Construction of a remote holding area for automobiles
- Redevelopment of Pier 48
- Improvements to pedestrian and transit connections to downtown
- Improvements to the Washington Street Public Boat Landing
- Streetscape improvements to Alaskan Way
- Sediment remediation

Three options were proposed in the master plan. The major differences between the options were in physical layout and location of the passenger only ferry facilities and the type and magnitude of development at Pier 48. The options ranged from minimal impact to existing property ownership to Washington State Ferry purchase of Pier 48 from the Port of Seattle.

Proposed projects based on the Master Plan included:

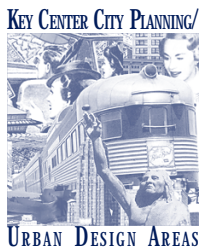
- Slip I Rehabilitation
- North Timber trestle replacement
- Pier 50 Passenger Only Ferry improvements
- Remote Holding Area (WOSCA property)
- Colman Dock Power Upgrade
- Marion Street Pedestrian Bridge

Related Documents:

- Colman Dock...Going Places: Report of the Colman Dock Pedestrian Mobility Group (1994) - Provides vision for pedestrian and bicycle mobility for Colman Dock and vicinity.
- Marion Street Commuter Bridge: Project Definition Report (1998) - Describes existing conditions and site context and provides alternatives and recommendations for improving the Marion Street pedestrian bridge.

Status:

The status of the Waterfront South Master Plan and projects is uncertain due to passage of Initiative 695 in 1999. The Washington State Ferries was preparing an EIS for publication in summer, 2000. Further work on the Master Plan and EIS have been suspended and WA State Ferries is no longer pursuing use of the WOSCA property for a remote holding area.



Area D – Pike/Pine Corridor

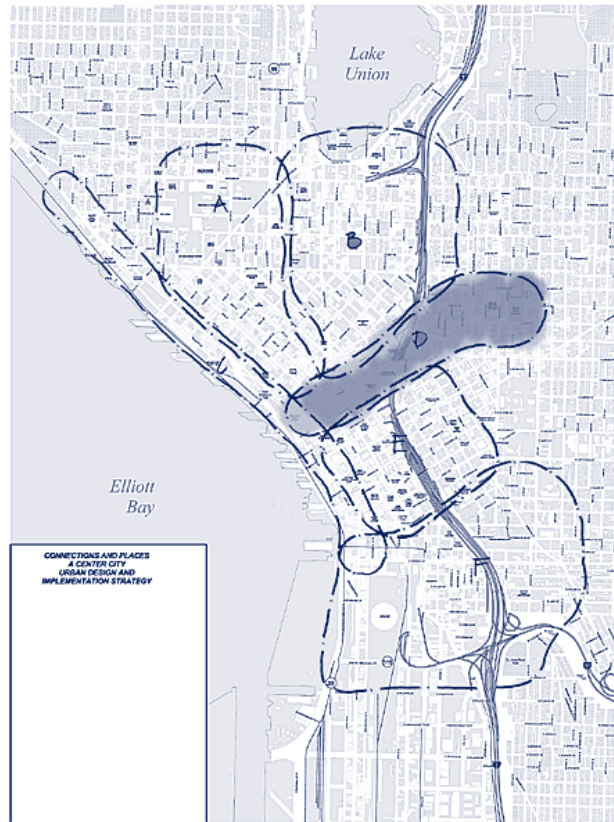
Downtown Design Forum (1994)

The “Retail Core: Pike/Pine Corridor” was addressed by participants in the Downtown Design Forum. The focus of their effort was mainly on siting a new central branch library, concert hall and convention center expansion, the greening of Pike and Pine streets, waterfront connectors, the Frederick & Nelson site, and revisiting design of Westlake Park.

Pine Street Advisory Task Force (1995)

Vision:

The Pine Street Advisory Task Force envisioned a vital corridor along Pine Street that would link Capitol Hill and the Convention Center to the east, Westlake Plaza at its heart, the Pike Place market and the Waterfront to the west. This corridor would provide a pedestrian-friendly environment, while allowing a smooth flow of vehicular traffic. Pine Street would be a vibrant community promenade with continuity, transparent storefronts, individual character and spontaneity along its length. Development of a vital, safe and welcoming retail district, including a new mixed-use residential neighborhood at the east end of the corridor would be accomplished through strong public/private cooperation.



Commercial Core Streetscape Charette (1996)

The Commercial Core Streetscape Charette brought together architects, urban designers, City staff and citizens to develop an urban design framework to guide the creation of a pedestrian-friendly, active and engaging environment in the Commercial Core. The charette emphasized achieving high quality streetscape design through visual coherence, continuity and quality. Building on the recommendations of the Downtown Design Forum (1994) and those of the Pine Street Advisory Task Force (1995), this framework was intended to assess street character and recommend streetscape elements that are essential components of the downtown experience. The urban design framework and recommendations was provided to the Commercial Core Planning Committee as a working document to develop into a component of the Commercial Core neighborhood plan. It was also provided to the other downtown neighborhood planning groups as a resource for Downtown Urban Center planning.

Principles established during the Commercial Core Streetscape Charette include:

A Sense of Seattle: Overall Structure: In Seattle, it is more appropriate to emphasize the distinctiveness of significant districts. An urban design plan for Seattle should strengthen these special places by reinforcing the pedestrian linkages between them.

The Cutting Edge: Building Façade/Street Interface: The experience pedestrians have on the sidewalks creates the common awareness and identity of the districts and connections in downtown Seattle. As the sidewalks are part of the public realm that most actively interacts with the private realm, special attention must be given to this potentially rich opportunity.



Street Anemones: Street Amenities: Street amenities are the essential building blocks of the downtown principle open space – the public right of way. As such, they are part of a system that must be coherent and consistent, without being overly prescribed, monotonous and devoid of character. The primary street amenity, that which is most expressive of the downtown, is the people. All other street amenities should be designed and placed with this in mind.

Signs of the Times: Information Systems: A variety of information is provided in the ... streetscape for the pedestrian, the vehicle driver, the tourist and the resident. This information should be presented clearly and effectively without overwhelming the streetscape character.

Making Sense of It All: Implementation: After identifying the strengths and weaknesses in the current (implementation) methodology, we should fashion a strategy for implementation tailored for Seattle and Seattle's way of doing things. Responsibilities and rights should be assigned to the private and public realms according to what each does best.

Pike Street Improvement Project (1997)

In 1996 the City Council approved initial funding of \$200,000 for street and sidewalk improvements along Pike Street in downtown. At the request of SEATLAN and the Office of Management and Planning, the Seattle Design Commission led a public process for developing an urban design plan for Pike Street. In early 1997 Pike Street stakeholders, City staff and urban designers participated in the Pike Street Improvement Project workshop. The workshop built upon previous urban design efforts for the retail/commercial core including recommendations from the Pine Street Advisory Task Force's and the Commercial Core Streetscape Charette. The Pike Street design workshop resulted in a preliminary design concept for improving the Pike Street between the Pike Place Market and the Convention Center. The design was developed in part for consideration during the street vacation process required for the expansion of the Convention Center over Pike Street. The preliminary design concept identified four zones along the length of Pike Street:

Market (1st Avenue to 3rd Avenue) – This area was viewed as the “front porch” to the Pike Place Market. Recommended key features for this zone included wider sidewalk between 1st and 2nd, additional pedestrian lighting, clearly defined sidewalk edges, improved crosswalk surfaces and new Metro bus shelters.

Entertainment/Retail (3rd Avenue to 7th Avenue) – This was considered to be an established and vital area that is active 18 hours a day. Recommendations for this area included enhancing the existing sidewalks with public art and creative treatment of Metro bus shelters.

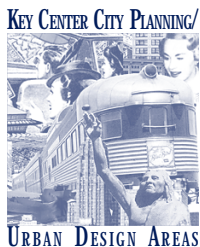
Convention Center (7th Avenue to 9th Avenue) – It was thought that the expansion of the Convention Center would create an opportunity for a new public space for pedestrians beneath the steel and glass canopy over

Pike Street. It was recommended that design guidelines be developed for this portion of Pike Street to ensure that a public benefit is realized.

Capitol (9th Avenue to Capitol and First Hills) – The pedestrian connection between the downtown and the Capitol Hill neighborhoods are challenging due to the gap created by I-5 and its on/off ramps. It was recommended that a clear pedestrian transition zone could be achieved by extending two-way traffic on Pike Street to 7th Avenue, improving the Four Columns Park, and adding a mid-block crossing just east of 9th Avenue.

Status:

Sidewalk widening and pedestrian lighting have been installed between 1st and 3rd. The Convention Center is under construction and streetscape designs for the canopied section of Pike Street and the pedestrian crossing at 9th and Pike. Although public realm improvements are being implemented, underdeveloped properties along Pike and Pine Streets between 1st and 3rd Avenues are still a challenge to achieving the desired streetscape. The Pike/Pine Urban Neighborhood Coalition is refining their urban design proposal for the West End and Boren Park (see below), and have mitigation funding from the Convention Center that is available for streetscape improvements in this area.



Pike/Pine Neighborhood Plan (1998)

The Pike/Pine Neighborhood Plan builds upon the 1991 Pike/Pine Planning Study. The 1991 study was initiated by the community for the purpose of providing direction for economic, social, and housing development in a dense urban neighborhood. The Pike/Pine Neighborhood Plan further addressed urban design, land use, housing, and other issues in the neighborhood. While focusing on strengthening the Pike/Pine neighborhood as a distinct area with its own unique identity, the plan also addresses connections with adjacent neighborhoods, including the Downtown Core.

Vision: Pike/Pine in the Year 2014:

- Location close to downtown, without having downtown-type development of large single-use office buildings or institutions in the neighborhood
- An urbane, mixed-use environment that is unusual in Seattle because it is 50% business and 50% residents
- Small scale, individualistic retail businesses that give the neighborhood character
- The continued health of light manufacturing, wholesaling, high-tech and auto-related businesses that create good jobs and neighborhood economic stability
- A concentration of artists' studios, music performance and recording, and gallery spaces in keeping with present neighborhood patterns
- The historic 'auto row' architecture and other historic buildings, such as the Fraternal Lodge buildings (Odd Fellows Hall, Masonic Temple, Knights of Columbus) and turn-of-the-century housing such as the Bel-Boy apartments that give the neighborhood character and preserve important parts of Seattle's early twentieth century history
- A wide variety of different sorts of people living, working and visiting the neighborhood
- A well-defined community identity, including distinctive community gateways and many examples of public art
- A neighborhood that sees itself as part of the City of Seattle and whose neighborhood activists and community organizations communicate productively with city and county governments

Strengthen the West End:

The Key Strategy titled "Strengthen the West End" was focused on the as entry points along East Pike and Pine Streets from downtown into a diverse neighborhood with unique opportunities for shopping, recreation and entertainment. Schematic master plans for the West End and Boren Park are provided in the neighborhood plan. Proposed strategies include:

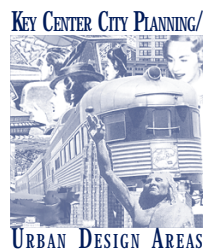
- Reconstruction of Boren Park
- Placement of public art installations from the Convention Center expansion project on Pike Street (up to Minor Ave.)
- Lighting and other improvements for the four columns in Pike/Boren Park.
- Use of public art, pavement features, landscaping, and lighting to enhance Pike and Pine Streets as visual and pedestrian connections between downtown and the neighborhood.
- Improvements to the Melrose Ave. intersections of Pike and Pine Streets.

Convention Center Transportation Improvements:

The community has completed their conceptual street designs for the Pike/Pine corridors and they are now in for review by SeaTran. The next steps will be to identify recommendations for specific improvements to be funded with available mitigation funds and to seek broader community validation of the choices. A \$450,000 mitigation fund from the WA State Trade and Convention Center is available for the construction of physical pedestrian improvements on Pike and Pine streets. P/PUNC has applied for \$470,000 in Neighborhood Matching Fund to supplement the mitigation fund.

View Protection:

DCLU is preparing legislation for a resolution relating to the protection of public views in the Pine Street corridor. DCLU is working with SPO to prepare a Committee briefing on May 2, 2000 to discuss options and potential impacts prior to preparing the legislation.



Open Space:

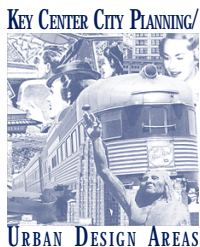
The Pike/Pine neighborhood would like to enhance available open space and search for additional “pocket park” space for community gardens, children’s play space and other recreational activities. The strengthening of the West End Entry at Pike and Pine Streets and Boren Avenue is a key recommendation of the plan. Significant elements of this recommendation are a master plan for the reconstruction of Boren Park and an improved Pike and Boren (Column) Park. These open spaces have the potential to form a gateway between the Pike/Pine Urban Village and the Downtown Urban Center. Related to the Pike/Pine is the Capitol Hill neighborhood’s proposal for the redevelopment of the Lincoln Reservoir/Bobby Morris Playfield site. This is potentially a major open space for the eastern edge of the Center City.

Convention Center Expansion (1996)

The Convention Center is doubling the size of its exhibition hall and creating a new civic space and entrance on Pike Street. In order to be on the same level as the existing exhibition hall, the expansion is located across Pike Street at approximately 50 feet above street level. The expansion covers most of two city blocks north of the existing facility. A transparent canopy, a pedestrian bridge and a truck bridge span Pike Street. A 22-story office tower is being constructed over the new public space and entry at the corner of Pike Street and 7th Avenue. In addition, a new 29-story hotel is being constructed at the corner of Pine Street and 7th Avenue. The Museum of History and Industry (MOHAI) will move to a new space at street level on the corner of Pike Street and 8th Avenue by 2004. The Central branch of the Seattle Public Library will be temporarily located in the MOHAI space during construction of its new building. Street improvements, including lighting, public art and other pedestrian amenities, will be implemented along Pike and Pine Streets. A design has been developed for the 9th and Pike intersection to improve pedestrian use and connections to the Pike/Pine neighborhood. In addition, the WSCTC has contributed \$450,000 towards streetscape improvements in the Pike/Pine neighborhood. The expansion project is expected to be completed in summer, 2001.

Status:

Under construction and expected to be completed by Spring, 2001.



Area E – Downtown Core

Commercial Core Neighborhood Plan (1998)

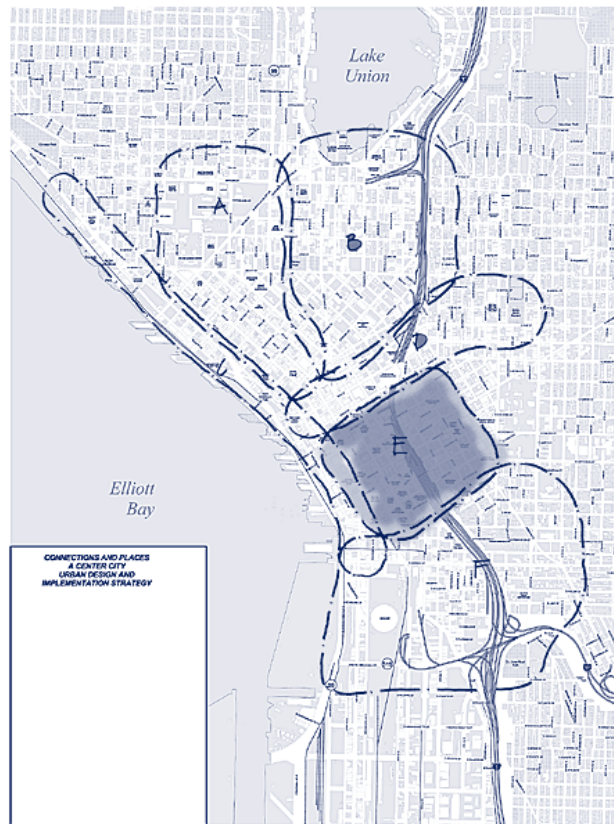
The Commercial Core Planning Committee focused on land use and urban design strategies for development incentives needed to meet Comprehensive Plan growth targets while improving neighborhood character and development potential.

Vision:

The Commercial Core is a major employment center, a lively tourist and convention attraction, a strong shopping magnet, a thriving residential center, and a regional cultural and entertainment hub. The Commercial Core's unique neighborhood identity reflects its role as the heart of Seattle's Downtown Urban Center.

Selected Land Use and Urban Design Strategies:

- DRC/DMC Rezone – Adjust the zoning boundary between the DRC and DMC zones along Second Avenue between Stewart and Union Streets including:
 - Rezoning the half-block on the east side of Second Avenue between Stewart and Pine Streets to DMC – 40
 - Conduct an analysis for rezoning the half-blocks on the east side of Second Avenue between Pine and Union Streets to DMC.
- Pedestrian Streetscapes Implementation - Designate a single City department to administer the process of designing, permitting, constructing, and maintaining pedestrian-oriented streets, in cooperation with other City departments, adjacent property owners, and downtown business organizations.
- Pedestrian Streetscapes Funding - Devise a funding mechanism for implementing the design, construction, and maintenance of pedestrian-oriented streets using bonds, Neighborhood Plan implementation money, public benefit feature contributions from developers, and City property TDRs.
- City Property TDR - Plan recommended the financing of designated Green Street projects with proceeds from TDRs resulting from sale of unused development capacity of City-owned property within Downtown.
- Open Space TDR - Allow current and future sites retained or developed as open space to sell unused development capacity as TDRs to other downtown projects. Open space developed as part of a project's public benefit features program would not be eligible as TDRs. Open spaces sending TDRs must conform to location and development criteria established in the downtown neighborhoods' plans and the Downtown Urban Design Plan. Intended to help promote and fund open space development. This would allow current and future sites retained or developed as open space to sell unused development capacity as TDRs to other downtown projects. The neighborhood plan emphasized that the Commercial Core's open space be coordinated with other downtown urban neighborhoods and include a range of urban, naturalistic, active and passive spaces.
- Downtown Urban Design Plan – The Commercial Core Neighborhood Plan endorsed the DUCPG recommendation for developing a comprehensive urban design plan for downtown.



Civic Center Master Plan (1999)

Downtown stakeholders including neighborhood groups, the City of Seattle and the business community have expressed a strong desire for a prominent and recognizable civic center. In 1996 the Planning Commission and the Downtown Urban Center Planning Group cosponsored a focus group to recommend principles for shaping the “government center” of downtown. The Joint Municipal Campus Work Group subsequently developed principles and recommendations for a “municipal campus”. In the summer of 1998, the Mayor and City Council authorized the creation of the Civic Center Master Plan. The master plan built upon the previous municipal center efforts and created a vision for the design and development of a new Civic Center on existing City properties in downtown.

The Vision established by the Master Plan:

“Seattle’s Civic Center is an important public Place, inviting participation and celebration, and providing a truly wonderful place for Seattle’s citizens while creating an appropriate, efficient, and nurturing environment for our city government.”

Goals:

- Have a unified image, integrate the City’s downtown buildings into a coherent campus with a sense of civic identity, and reinforce the ceremonial nature of public functions.
- Provide accessibility for all citizens.
- Enhance and reinforce creation of a 24-hour downtown.
- Design and signage should be internally coherent with clear access to services.
- Clear connections to adjacent neighborhoods.
- Plan for reuse of vacated properties as part of overall Municipal Campus Plan.

Open Space Program:

Open space is an important component of the Civic Center Master Plan. The amount, quality and variety of activity in the proposed Civic Center’s public open space will test its success. The Civic Center Master Plan recommends a program, a preferred concept plan and design guidelines for open space related to City Hall and other Civic Center facilities.

Accommodate Multiple Functions: The Civic Center open space element is being designed to accommodate multiple functions including civic space for public gatherings, neighborhood open space, gardens, open space for employees, space for human services.

Increase Accessibility: Transit station entrance, pedestrian circulation, and topography.

Enhance Identity: Overall legibility, gateway, views, details.

Enhance Massing: Civic Center buildings should contribute to a graceful transition between ID, Pioneer Square and Commercial Core.

Integrate Civic Center with Surroundings: Open space should help promote the physical relationship with surrounding development and complement activity in adjacent areas. Buildings programmed to strongly define open space.

Phase II Program Elements:

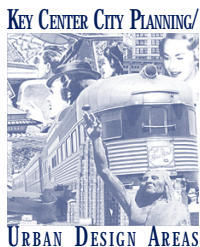
Intersection of 4th Ave. & Cherry Street: Urban “rest stop”, variety of activity generating uses, multiple use of spaces (retail, other high activity uses along street frontages and open space perimeters), “permeable” city hall building.

Additional Civic Uses: Addition of a cultural institution, activate the Civic Center for 18 hours/day.

Parking Requirements: No above-grade parking.

Housing: Appropriate for Alaska Building and private development along 3rd Avenue but not on Civic Center site.

Additional Community Elements: Social services currently on site could be integrated with the new Civic Center design. A day care center is included in the Civic Center program.



Design Guidelines:

The Master Plan includes design guidelines for character, materials, plantings, furnishings, lighting, art, safety, design, off-site improvements, configuration, etc.

Status:

- Design of the City Hall building, open space and public art elements is underway in year 2000.
- The Justice Center building is under construction in year 2000.

First Hill Neighborhood Plan (1998)

The First Hill Neighborhood Plan focuses on a neighborhood with strong connections to the Downtown Urban Center. The urban design recommendations build upon features that already exist in First Hill and attempt to unify them through streetscape improvements, entry statements and the design of focal points such as the new light rail station.

Vision - First Hill envisions itself in the future to be:

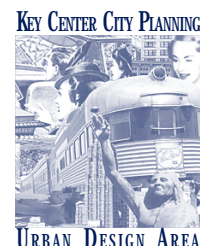
- A home to people with a full range of incomes, abilities and interests
- A regional center for state-of-the-art health services
- A dynamic neighborhood ready to meet the challenges of the future
- A community that celebrates its rich history and cultural heritage
- A premier city neighborhood with opportunities to grow
- A premier business and employment center with opportunities to grow

The following Key Strategies in the plan attempt to address gaps and suggest potential urban design opportunities for the neighborhood:

- Madison Street District – potential for station area planning and creation of a neighborhood commercial center around the proposed Sound Transit light rail station
- Downtown Connector – potential for a neighborhood center and connections with retail and office core of downtown.
- Terry and James Center
- 8th Avenue Residential District – potential for housing and connections to government center.

Open Space:

A larger and upgraded Yesler Community Center is a high priority for the First Hill Neighborhood Plan. The plan also recommends that open space related to the community center be increased and improved. The Central Gateway Project at the intersection of Boren Avenue, Yesler Way and 12th Avenue was seen as a potential open space opportunity by the neighborhood.



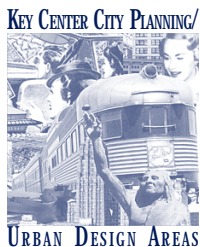
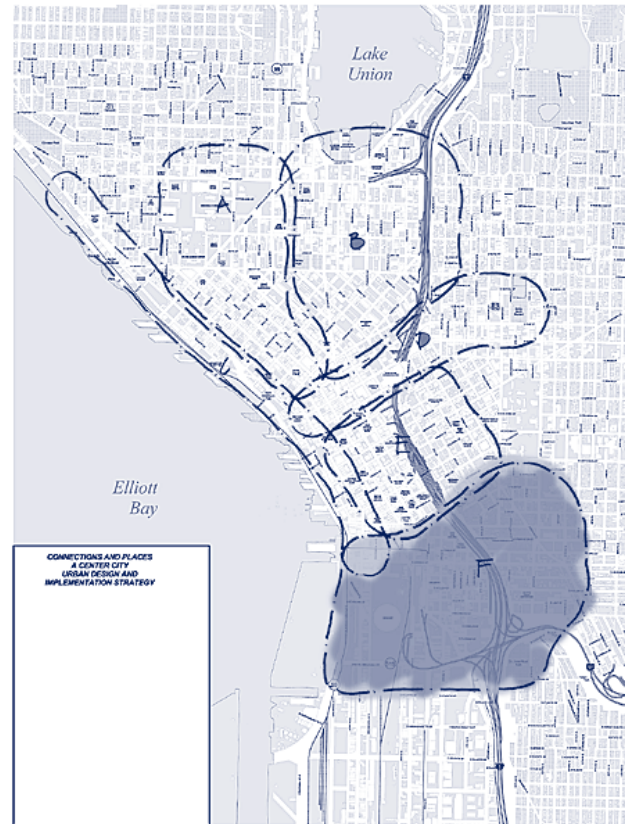
Area F – South Downtown

Design Integration Workshop:

Working session on final design alternatives to the intermodal terminal (1995)

The Design Integration Workshop was held in August, 1994. The workshop was aimed at creating a decision framework for environmental design issues surrounding the Seattle Engineering Department's Intermodal Terminal Project. The Intermodal Terminal Project would accommodate Amtrak, intercity and local buses, airport shuttle, charter buses, taxis, and commuter rail at the King Street Station and light rail at the International District Station. Design alternatives for the project included a 75 foot wide access ramp for pedestrians, automobiles and buses connecting 4th Avenue South viaduct (@ Weller St.) down to a terminal parking area at grade and west of the station. The workshop included focus groups to look holistically at urban design, pedestrian and transportation issues. The City's objectives for the terminal were:

- Increase public transportation access and use.
- Improve linkages between modes.
- Connect public transportation services to area land uses.
- Improve the historic amenity of transportation facilities in the area.
- Provide improvements that support community development efforts.



Urban Design Framework Recommendations:

- Create a pedestrian-friendly streetscape along Jackson to reinforce its role as a connector between neighborhoods (International District and Pioneer Square).
- Intersection of 4th and Jackson – create a special sense of arrival for people using transportation modes included in the Intermodal Terminal Project. Develop a civic space that ties together King Street, Union and International District stations.
- Treat 4th Avenue as a seam for tying Pioneer Square and the International District together and as an extension of the 4th and Jackson arrival place.
- Create a sense of entry to the downtown from the south along 4th and enhance the gateway feeling of 4th Avenue and Airport Way.
- Reinforce pedestrian routes in the vicinity of King Street Station. Emphasize King Street as a major east-west pedestrian connector between the intermodal terminal and the surrounding neighborhoods.
- Create a soft edge between the Intermodal Terminal and Pioneer Square with residential development on the north Kingdome lot and other properties.
- Establish King Street Station as a showpiece with historic integrity, public art. Design around historic motifs.
- Acknowledge the public function of the building.
- Address how the Intermodal Terminal can be a good neighbor and integrated into the existing neighborhood fabric.
- Incorporate complementary activities as part of the Intermodal Terminal program.
- Create a destination that will stimulate surrounding retail activity.

Pedestrian Framework Recommendations:

- Shift focus to people links and not a system/mode link.
- Emphasize Jackson Street as the primary pedestrian connection between Pioneer Square and the International District. Connections between stations should be a secondary connection.
- Emphasize King Street as the heart of retail activity in the International District.
- Lid railroad trench between Union Station and City Hall Park to create public open space that connects these two civic places.
- Treat S. Jackson Street as the “front door” to Union and King Street stations.
- Develop a “street wall” along Jackson Street punctuated by public open space at the King Street Station and Union Station area (intersection of S. Jackson Street and 4th Avenue).

Status:

King Street Center, a 310,000 square foot office building, has been built over the area west of the King Street Station building that was proposed as a parking area. Renovation of the King Street Station building has been delayed. Commuter Rail and Amtrak platform improvements are nearly completed. Union Station is the new headquarters of Sound Transit. The Weller Street pedestrian bridge was completed in 1999. The proposed bus terminal and access ramp was not implemented. Streetscape and pedestrian improvements along Jackson Street, 4th Avenue South, and the 2nd Avenue Extension are still needed.

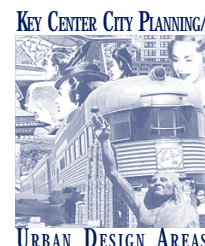
South Downtown Workshop (1995)

South Downtown is a complex area with diverse and sometimes conflicting uses occurring in close proximity to each other. The area includes two historic neighborhoods, Pioneer Square and Chinatown/ID that are primarily commercial/retail with social services and some residential and the north end of the Greater Duwamish Manufacturing and Industrial Center with many warehousing, marine and industrial activities. The movement of freight by the Port of Seattle, railroads and trucking companies is a major economic driver of South Downtown. A major league baseball stadium, Safeco Field was completed in 1999 and a new professional football stadium for the Seattle Seahawks is now under construction across the street. Future public projects for the area may include a Colman Dock Ferry Terminal expansion, the construction of the SR 519 viaduct and a light rail corridor and stations. Many governmental agencies share jurisdictional responsibility for South Downtown and include the City of Seattle, King County/Metro, Port of Seattle and WSDOT.

The workshop for South Downtown brought together government agencies, community members and designers to generate ideas and strategies for addressing both functional and aesthetic needs of the area.

Conceptual plans and directions for implementation were developed at the workshop for the following:

- Leadership and Intergovernmental Coordination
- Transportation – Recommended the following:
- Area-wide transportation plan that would address the following:
 - Grade separations for east-west streets over railroad tracks
 - Improve truck access to Port of Seattle terminals
 - Relieve traffic congestion in area
 - Improve freeway access to ferry terminal
 - Transit and freight priority routes
- Commercial and Industrial Development
- Housing and Neighborhood Business
- Pedestrian and Open Space Systems – Recommended the following:
- Develop a comprehensive open space plan for South Downtown.
- Integrate pedestrian and non-vehicular improvement plan with overall transportation planning for the area.
- Give priority to pedestrian improvements that may connect Pioneer Square and ID, Colman Dock/Pier 48 with bus tunnel, King Street Station, Union Station. Establish pedestrian-focused streets along King, Charles, Jackson, Washington, and Yesler.
- Tourism



New Pacific NW Baseball Park Pedestrian Connections Plan (1997)

The site selected for Safeco Field required the vacation of one block of Occidental Avenue South between S. Royal Brougham Way and South Atlantic Street. One of the conditions for approval of the street vacation required that the Public Facilities District (PFD) prepare a plan for improving pedestrian linkages between Safeco Field and the surrounding neighborhoods. The Pedestrian Connections Plan includes the recommended overall plan as well as specific improvements, cost estimates and criteria for prioritizing implementation. The goal of the plan was to identify improvements to the existing pedestrian network that would result in safe, pleasant routes to and from Safeco Field. These routes would also reinforce the character of the adjacent neighborhoods. Principles for the Pedestrian Connections Plan included:

- A high quality pedestrian environment is fundamental to the development and functioning of the ballpark area.
- Strong, identifiable pedestrian connections are important for the overall ball game fan experience.
- The pedestrian environment is critical to the character and development of the adjacent mixed-use neighborhoods: Pioneer Square and Chinatown/International District.
- The Safeco Field area needs considerable pedestrian improvements to serve baseball fans, residents and businesses.
- Pedestrian improvements should be designed recognizing that the Safeco Field area is heavily used by vehicular traffic.
- The character of pedestrian improvements to the north of Safeco Field – towards Pioneer Square and Chinatown/ID – should be different from those in the industrial area to the south and east.
- Pedestrian improvements need to work for and be sized to meet neighborhood demand 24 hour per day.

Design Vocabulary:

Proposed streetscape elements intended to create a cohesive series of public spaces within three distinct neighborhoods. The design vocabulary covers paving patterns, trees, lighting and banners and emphasizes strengthening neighborhood character. Design vocabulary is intended to be consistent with urban design recommendations in neighborhood plans.

Trees – London Plane or similar. Recommended spacing is 30 to 40 feet on center.

Lighting – A mix of pedestrian lights for sidewalks and cobra lights for streets and parking lots. Recommended spacing for cobra lights is 90 to 100 feet on center.

Paving – Concrete with scored patterns.

Criteria for Funding Priorities:

Safety

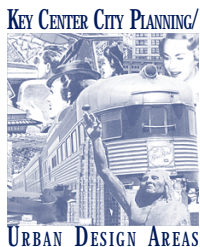
Neighborhood

Access and Use

Summary Topics

Segments Specified for Improvements: Conceptual designs, recommendations for specific design elements, and preliminary cost estimates were made for the following:

- Occidental (Jackson to Royal Brougham Way) – Design recommendations based on existing Kingdome site conditions. Design of the section between S. King Street and Royal Brougham Way is contingent on new football stadium development of site.
- Occidental (Massachusetts to Holgate) – Within the industrial area.
- Railroad Way South – Secondary connection to waterfront.
- First Avenue South (Railroad Way to Royal Brougham) – Key connection to Safeco Field from Pioneer Square, downtown and waterfront.
- First Avenue South (Atlantic to Holgate) – Within the industrial area.
- Royal Brougham (west of First Ave.) – Key connection to Safeco Field from waterfront.
- Fourth Avenue S. (Airport Way to Royal Brougham) – Key connection to Safeco Field from Chinatown/ID.
- Intersection of Occidental and King – Opportunity for open space/gateway between Pioneer Square and stadium area.
- South Jackson Street – Principle link for Chinatown/International District. Divert vehicle traffic to Dearborn.



King Street Station Redevelopment Master Plan (Summary Report) (1998)

The purpose of this master plan was to outline how King Street Station can be redeveloped into a transportation center that will better connect services effectively for regional residents. Provides a framework for how transportation services that are currently scattered in the general vicinity of the station can be integrated and coordinated with new services.

Goals:

- Create an efficient transportation hub for a growing region.
- Improve the integration of existing and future transportation modes.
- Return the station to its prior glory by preserving and enhancing its historic fabric.
- Create a vibrant public identity through renewal of public spaces.

Recommendations:

In order to meet future needs of travelers, tenants, and the Secretary of the Interior Standards for Rehabilitation, the rehabilitation of the exterior will need the following:

- Complete cleaning of the exterior granite, masonry, and terra cotta finishes
- Removal of the 1949 moving stair enclosure on the west side of the building.
- Removal of the 1971 baggage handling addition on the south side of the building.
- Replacement of the aluminum window and door units with wood units that resemble the original design of the building.
- New light fixtures on the exterior replicating the original Jackson Plaza fixtures.
- Rehabilitation of the exterior finishes of the clock tower.
- Lighting to highlight the exterior features of the building.

Site Master Plan:

The master plan also outlines the coordination of nearby transportation improvements and developments including:

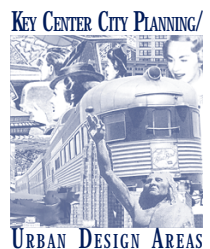
- pedestrian and traffic improvements by the City of Seattle (some completed, most pending)
- Sound Transit light and commuter rail
- the Weller Street pedestrian bridge (completed)
- new stadiums (Safeco Field completed, football stadium under construction)
- the King Street Center development (completed)
- the replacement of railroad tracks at the station by Amtrak
- construction of platforms and canopies for Amtrak and Sound Transit (near completion)

Exterior Project Elements:

- The master plan proposes that plazas be built on the Jackson Street level on the north side of the station and adjacent to King Street near the west side of the station. The “box” added to the station in 1971 to cover a stair and escalator is to be removed and the stair refurbished as an exterior connection between the two plazas.
- An exterior garden waiting area is proposed for the area in between the station and the Weller Street pedestrian bridge.

Status:

- Work began in May, 1997 with an investigation of existing conditions, preparation of an Historic Structures Report, and development of a program, design concept, master plan, and cost model for the rehabilitation.
- The design development phase, cost estimate, and value engineering study have been completed.
- Contract document phase was underway in 1998.
- As of Spring, 2000 the project is still in search of a development entity and funding package.



King Street Area Improvements Urban Design Study (1998)

The document summarizes the outcome of two public workshops on the design of public spaces around King Street Station. The workshops focused on program objectives and design guidelines for revitalizing the area. Overall goals suggested by the workshops include:

- Provide planning and design guidance for the evolving character and function of the King Street Station Area.
- Pioneer Square and the International District should capture the positive energy created by new development activity and ensure that the physical manifestation of development supports community goals.
- Embrace the King Street Station Area's transportation renaissance.

The workshops looked at the possibility of creating a transition zone that would overlay the boundary between Pioneer Square and the ID and highlight transportation related development of the area.

Objectives established by the workshops include:

- The design of public spaces should reflect community character and history, the historic shoreline, the area as a gateway to downtown, and the transportation functions of the area.
- The improvements should provide excellent transit connections with seamless transitions between modes.
- Improvements should enhance east-west pedestrian connections between Pioneer Square, the International District and the downtown core.
- Pedestrian improvements should provide a sense of security for pedestrians.
- Pedestrian improvements should strengthen connections and flow without compromising vehicle circulation.
- The public spaces program should be broad and holistic to ensure lasting improvements.

Highlights of Recommendations:

Recommendation

Status/Outcomes

King Street Station West Transit Plaza

Pending

King Street Station North Plaza

Fourth and Jackson Triangle

Union Station Square

Seattle Lighting Company Parking Lot

Second Avenue Extension South ROW

Pending

Fourth Avenue South ROW Improvements

South Jackson Street Paving Improvements

Fourth Avenue South Paving Improvements

Completed 1999

Site Design Guidelines:

The Site Design Guidelines for the King Street Station area cover the physical elements to be used in developing the area's public spaces. The goal of these guidelines is to direct the design of the area into an organized and unified setting that respects the quality of Pioneer Square and Chinatown/International District and acknowledges the King Street Station area as a transition zone between these neighborhoods. It is hoped that the guidelines will enable the King Street Station area to develop into a series of unique but interconnected public spaces. Guidelines were developed for the following:

- Street Sidewalk and Open Space Plaza Paving
- Street and Pedestrian Lighting
- Street Trees and Plantings
- Site Furniture and Amenities
- Wayfinding System and Signs
- Public Art

SR-519 Intermodal Access Project (1996)

South Downtown has a diversity of uses in a confined area. These include two new major league sports stadiums, Port of Seattle container terminals, two historic residential/commercial neighborhoods, two transit bases, the north end of the Greater Duwamish Manufacturing and Industrial Center, and the King Street Station inter-modal terminal. In addition, the area has a street layout with long blocks and few cross streets that contributes to traffic congestion.

The primary purposes of this project are:

- Efficiency: Improve the roadway connections and increase vehicle capacity between the existing intermodal transportation facilities which serve I-5, I-90, the Port of Seattle, and the freight and passenger rail.
- Motorist Safety: It will improve motorists' safety by eliminating the conflicts between different modes of transportation. For instance, cars and trucks will not have to wait for the trains to pass.
- Pedestrian Access and Safety: Separation of pedestrian access will improve safety between neighborhoods and major event facilities.

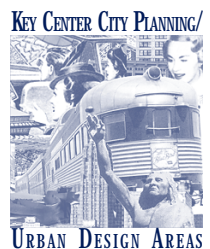
SR 519 is a short length of State highway that runs along portions of 4th Avenue South, Royal Brougham Way, and Alaskan Way. It connects the western terminus of I-90 with the Seattle waterfront, including Port of Seattle terminals, the Colman Dock ferry terminal, and tourist-oriented businesses on the downtown waterfront. SR 519/Royal Brougham Way crosses the Burlington Northern Santa Fe (BNSF) mainline railroad tracks at 3rd Avenue S. and another track just west of the Alaskan Way viaduct. WSDOT projects that by 2010 train activity on the BNSF mainline will block vehicle traffic on SR519/Royal Brougham Way for five hours per day. WSDOT has proposed a highway/railroad grade separation called the "One Way Couplet." The couplet will consist of two bridges over the mainline tracks that will connect I-90 directly to 1st and 4th Avenues S. The two bridges will be placed over the Royal Brougham Way and South Atlantic Street rights of way (essentially on the north and south edges of Safeco Field). The project is proposed to be accomplished in two phases.

Proposed surface street improvements include widening of Alaskan Way S. between S. Atlantic and S. King Streets to accommodate ferry traffic.

Proposed pedestrian improvements include a pedestrian grade separation/bridge over the mainline railroad tracks at S. Weller Street and another at Royal Brougham Way over the railroad tracks and 4th Avenue south. The Royal Brougham Way bridge will provide a pedestrian connection between the E-3 bus way and Safeco Field.

Status:

The project has been delayed due to passage of I-695 but it appears that new funding source has been identified this year. SeaTran has a proposed design for the Alaskan Way street improvements and a remote ferry holding area under the Alaskan Way Viaduct. The Port of Seattle is preparing a master plan for Pier 46. The Weller Street pedestrian bridge was completed in 1999.



Mountain to Sound Greenway: SR 519 Trail Connection (1999)

The SR 519 Trail is an important link between the I-90 trail and the Waterfront Path and Elliott Bay Trail. The current I-90 trail system terminates at 12th Avenue South and Golf Drive. The team proposes Phase I of the SR 519 trail to run under the intersection of Interstate 90 (I-90) and Interstate 5 (I-5) and emerge at the intersection of 4th Avenue South and Royal Brougham Way. The team is still seeking funding for the design and construction of the project. The team has received a grant from the State for work on WA DOT's portion of the project. The team was hoping to connect with the Royal Brougham Way pedestrian bridge and have the trail connect to the Waterfront Path at the intersection of Alaskan Way and Royal Brougham Way but that project has been postponed due to Initiative 695. The alternative is to route pedestrians and bicycles on surface streets in the vicinity of Safeco Field. (Map also indicates an elevated trail alongside the proposed SR 519 Phase I overpass along 4th Avenue South and South Atlantic Street. The SR 519 trail would then connect with the Waterfront pathway at the intersection of South Atlantic Street and Alaskan Way.)

Chinatown/ID Neighborhood Plan (1998)

The Chinatown/International District is one of Seattle's unique historic neighborhoods. Its character is defined by its various Asian and Pacific Island cultures, small businesses, residents and social networks. The neighborhood is facing potential impacts from large-scale public and private development projects in the South Downtown area including the new football stadium, Union Station, King Street Station, SR 519 and others. The Chinatown/ID Strategic (Neighborhood) Plan builds upon the recommendations of the 1992 Chinatown/International District Community Development Plan and includes recommendations that support the following objectives:

- Cultural and economic vitality
- Housing that is affordable and diverse
- Public spaces that are safe, dynamic and pedestrian-friendly
- Accessibility both within and to the neighborhood for all modes

Vision from the Chinatown/International District Community Development Plan (1992):

The hopes and dreams that we have for the International District reflect a microcosm of the hopes and dreams we have for our society. The goals are simple – a decent, healthy, and safe environment for our community to live, work, play, and socialize. In our dream for the future, we see families, children, and elderly from all income levels living in housing they can afford. We see our cultural institutions continuing to share and build on their rich traditions. We see small businesses and social service agencies thriving to provide needed goods and benefits for a growing clientele. We see long abandoned buildings put to productive use. We see safe streets and parks for people to enjoy without fear of crime.

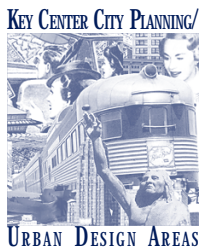
As we approach the 21st Century, we believe that the vision for the International District is one of prosperity and progress and not abandonment and neglect. In no small way, we believe that the adoption of the International District Community Plan will make our dream of a cohesive, thriving neighborhood, which enjoys the rich traditions of its cultural heritage, a reality. Increasingly, the world is becoming an International District, and we need to have the patience and open mindedness to draw on the contributions and insights of every culture and individual to make diversity a workable reality as neighbors in an urban or global village.

Urban design related recommendations in the neighborhood plan include:

- Façade Improvements – Proposed as a means of improving neighborhood businesses, the strategy would include developing a “Façade Improvement Fund” and illustrated examples of physical improvements to building faces in the neighborhood.
- Housing Rehabilitation – The neighborhood has many older buildings with under-utilized upper floors. The strategy would include City funding for acquisition of under-utilized buildings by non-profits and technical assistance and outreach to help property owners rehabilitate buildings for affordable housing.
- New Open Space – In addition to maintenance and programming for existing parks, recommendations were made for new open spaces. These include the vacant parcel next to the Asian Plaza on Jackson Street east of I-5 (already developed for commercial use) and rooftop gardens on new buildings.
- CPTED – The plan recommends that a CPTED based review be required for new development projects.
- Pedestrian Circulation and Amenities – The plan recommends that street improvements including lighting, trees, and other amenities be installed at key corridors: Jackson Street, 5th Avenue and Dearborn Street.

In addition, the Chinatown/International District Community Plan (1992) included analysis, objectives and policy recommendations for the following areas:

- Community Cultural Character
- Preservation and Development
- Open Space/Recreational/Cultural



Pioneer Square Neighborhood Plan (1998)

The purpose of the 1998 neighborhood plan is to guide the Pioneer Square Historic District into the 21st Century. The plan's recommendations are intended to direct public investment, private development and community initiatives in the coming years. The 1998 plan builds upon the 1991 Pioneer Square Plan Update that included proposals for capital facilities, identification of sites with development potential, policy recommendations, and design guidelines for public spaces. The 1998 neighborhood plan adapts the 1991 plan recommendations to current realities and defines strategies for realizing neighborhood goals. The core belief for Pioneer Square neighborhood planning has been to embrace change while maintaining historic character and diverse identities. Objectives of the neighborhood plan are:

- Preserve and protect historic character
- Beautify and maintain streets, parks and alleys
- Sustain a safe and sanitary environment for all
- Promote and develop housing, the arts, small businesses and quality social services

Issue Areas:

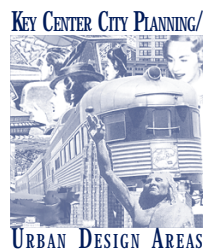
- Improve communication and collaboration
- Improve the neighborhood's public spaces
- Improve the range of housing stock
- Strengthen the economic base
- Improve infrastructure: parking, transportation, and utilities

The plan includes recommendations for the following priority projects related to urban design:

- Catalyzing middle-income housing development
- Developing the Kingdome North lot for housing
- Building pedestrian linkages through project partnerships
- Securing a community parking facility
- Developing mixed-use projects on the parking lots east of Occidental Park
- The Improving Public Spaces section of the Pioneer Square Neighborhood Plan includes principles and recommendations for urban design in the neighborhood. The recommendations are presented in two ways: The "Seven Layers" and "Critical Areas."

The Seven Layers consists of recommendations for neighborhood-wide improvements organized as thematic layers. These are:

- Public Art and Legends Plan – Intended to provide an implementation framework for a comprehensive public art and history program in the neighborhood. The program will consist of a network of public art and historic sites throughout the neighborhood marked with designed interpretive elements and documented in a companion book and audio walking tour.
- Navigation – A cohesive wayfinding system with pedestrian focused directional signs, maps and informational kiosks sited at key locations in the neighborhood.
- Streetscape Furnishings – Additional furnishings to be consistent with design guidelines in the 1991 Pioneer Square Plan update.
- Vegetation – Identifies additional locations for street tree plantings.
- Sidewalks and Areaways – Policy and funding strategy for feasible and consistent areaway restoration.
- Alleys – Policy and funding strategy to enable consistent alley restoration throughout the neighborhood.
- Urban Rest Stops – Need for managed public restroom facilities.



Critical Areas:

This section focuses attention on five places identified as the most important in the public's imagination and experience of Pioneer Square.

- Occidental Corridor – Pioneer Square's heart, Green Street and an important pedestrian connection between the neighborhood and the new stadiums. The plan recommends extending the corridor south of King Street as a public plaza that complements future Kingdome North Lot development, the new football stadium and Safeco Field. The plan also includes recommendations for programming and maintenance of the corridor.

- 2nd and Yesler – The plan recommends improvements to the triangular public spaces at the intersection: Fortson Square and the Bus Tunnel entry. A design for Fortson Square has been developed and funding is being pursued by the Pioneer Square Community Council and the Community Development Organization.
- 4th and Jackson – This area has the potential for being a strong connection between the Pioneer Square and Chinatown/International District neighborhoods as well as a center for rail transit. The plan recommends an integrated approach to streetscape and public space design with King Street Station plaza as the heart of a system of open space and pedestrian connections.
- Waterfront Connection – East/west pedestrian connections to the waterfront and access to the water need improvement. The SR99/Alaskan Way viaduct forms a perceptual barrier between the neighborhood and waterfront. The plan includes recommendations for redesigning the space below the Viaduct, retail/housing/hotel development on the Pier 46 and 48 sites, view corridor preservation and streetscape improvements on east-west streets between 1st and Alaskan Way, rehabilitation of the Washington Street Boat Landing, and a new waterfront park in the vicinity of Pioneer Square.
- Pioneer Place Park – The recommendations related to this key public space focus on maintenance, public safety and programming to enhance its qualities as a historic site and gathering place.

Status:

In Spring, 2000 the Seattle Arts Commission and the Pioneer Square community are seeking an artist team to develop the Pioneer Square Arts and Legends Plan. The scope for the Arts and Legends Plan includes identification of appropriate locations for public art in the neighborhood, development of historic and thematic context, budget parameters, project partnerships, implementation schedule, and identification of opportunities for other artists to participate.

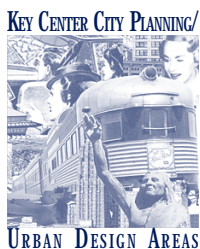
Objectives from 1990 Plan Update:

- Preserve the Historic District not only as a collection of historic structures, but as a viable and diverse working neighborhood in an historic setting.
- ...Pioneer Square as an area of varied character within downtown containing a mix of housing, office and retail uses.
- Encourage a community identity with activities and businesses which build an atmosphere where people of diverse social and economic backgrounds can live, work, shop and enjoy the amenities of urban life.
- Encourage the provision of social, recreational and human services to address the needs of this diverse community.
- Promote a level of public safety and maintenance that ensures a clean, safe and humane environment for all persons in the District.
- Promote design modifications and business concepts which will ensure access to the Pioneer Square Historic District by all Seattle citizens...
- Define the Historic District's edges as an important and vital element through which the District gains identity and makes connections with adjacent activities and development.

Urban Design Guidelines (1991 Plan Update):

The Urban Design Guidelines section of the 1991 Pioneer Square Plan Update were intended to expand the Pioneer Square Preservation Board's standards for streetscape and provide clarity for private and public developers. The four areas addressed by the Urban Design Guidelines are:

- Image-building – Guidelines for various streetscape elements throughout the Historic District.
- Open Space – Guidelines for enhancing existing and developing new parks and streets as part of the Historic District's open space system.
- Gateways Guidelines – Guidelines for developing several gateways to the neighborhood. (See "Critical Areas" section of the 1998 Pioneer Square Neighborhood Plan.)
- Retail Character – Guidelines intended to identify and strengthen ground-level storefront design elements.



Greater Duwamish Manufacturing and Industrial Center Plan (1999)

The intent of the Greater Duwamish Manufacturing and Industrial Center Plan was to maintain and enhance the viability of the Duwamish industrial area and to protect its vital employment base. The plan includes recommended goals and policy amendments intended to ensure the viability and expansion of manufacturing and industrial activity in the M & I Center. The stated objectives the plan are:

- Restrict incompatible or competing land uses within the M&I Center
- Encourage manufacturing and industrial job retention and growth
- Establish a growth target of 10,860 new family wage industrial jobs
- Retain and improve access to, and transportation within, the M&I Center
- Retain existing businesses and encourage new manufacturing and industrial development within the M&I Center

The Greater Duwamish M&I Center Plan recommendations most relevant to the Center City Urban Design and Implementation Strategy are those concerned with land use and transportation in the South Downtown area around the stadiums and adjacent to the Chinatown/ID and Pioneer Square neighborhoods.

Land Use:

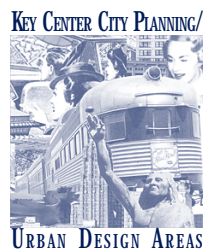
In developing their plan, the Greater Duwamish Planning Committee was concerned about increasing pressure on the industrial land base due to commercial and other incompatible uses moving into the area. The plan includes recommendations intended to restrict the uses allowable in the industrial zones. In the South Downtown area, the committee was concerned about commercial and residential development encroaching on the areas adjacent to the stadiums. In 1998, the Executive proposed the creation of a Stadium Overlay Transition Area that would include rezoning the area around the new sports stadiums from IG2 to IC zoning (see below). In response to the Executive's proposal, the Greater Duwamish Plan recommended a First Avenue South Area Rezone for properties along First Avenue South between Railroad Way S and S Massachusetts Street including the WOSCA site. This proposal includes a modified IC zoning designation with changes to the list of allowable uses that would apply to this particular area only. The planning committee has recommended against residential and other uses incompatible with industry in the First Avenue South Area.

Transportation:

The intent of the plan is to accommodate all modes and user groups within the Greater Duwamish area. The planning committee emphasized that there are increased demands on the street system as well as significant conflicts between the various transportation modes in the area. They also noted that the cumulative effect of the proposed transportation improvements and land use actions have not yet been considered for the system as a whole. The transportation recommendations in the plan are an attempt a comprehensive approach to guiding improvements and resolving the conflicts.

Transportation recommendations related to South Downtown include:

- SR 519 Intermodal Access Project (Phases I & II)
- Southbound on-ramp to SR 99 at or north of Royal Brougham Way to provide a direct connection between the Alaskan Way viaduct and local businesses.
- Use WOSCA site as remote holding area for Colman Dock ferry traffic.
- Realignment of Alaskan Way under the viaduct to accommodate SR 519 improvement. Moving the BNSF rail spur 30 feet west to provide downtown waterfront access unimpeded by rail operations and improvement of local surface streets accessing the Atlantic Street grade separation.
- Develop local transit circulation route to serve the north Duwamish area connecting SODO, the stadiums and Pioneer Square to regional transportation systems.
- Completion of the Sound to Mountain Trail should be implemented in the Royal Brougham corridor only in conjunction with SR 519 Phase II.
- Implement and prioritize pedestrian crossing treatments in the M & I Center to reduce or eliminate conflicts with vehicular traffic and goods mobility. Construct pedestrian improvements along Occidental Avenue and designate as a pedestrian corridor for ballpark and stadium pedestrian traffic. Pedestrian bridge over the railroad tracks between the Kingdome and 4th Avenue. Pedestrian bridge over the railroad tracks between Safeco Field and 4th Avenue.



Status:

The SR 519 project has been delayed due to I 695 but Phase I (Atlantic Street) is likely to proceed by December, 2000. The Waterfront South Master Plan and Colman Dock expansion are also on hold and the WOSCA site will not be use for a remote holding area for ferry traffic. Office development is being proposed for the WOSCA site.

Stadium Overlay Transition Area (2000)

The siting of major league baseball and football stadiums in South Downtown are changing the nature of the area along First Avenue S between King Street and Royal Brougham Way. In 1998 the Executive proposed creating a “Stadium Overlay Transition Area” to include Safeco Field, the football stadium site, and the properties adjacent to First Avenue S (see attached map). The area would be rezoned from IG2 to Industrial Commercial (IC), an existing zoning designation. Proposed overlay provisions would change both use regulations and development standards as well as add design guidelines. The result would be a modified IC zone for the Stadium transition area. The following were recommended by Legislative and Executive staff:

Change the zoning of the Stadium transition area to IC.

Criteria defining the function of the overlay and types of properties where it would be appropriate.

The following sites are included in the Stadium Transition Overlay Area:

- Safeco Field
- Areas along First Avenue (see map)
- The football stadium (formerly Kingdome) site
- The WOSCA site
- Fortune Freight terminal site
- Trager site

New development standards and design guidelines

Amendment to shoreline provisions

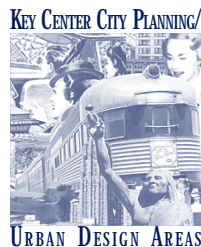
South Downtown Investment Strategy (1998)

A City Council resolution in 1997 requested that the Executive to prepare an investment strategy and implementation plan for South Downtown. The South Downtown Investment Strategy was intended to prioritize capital investments recommended by the neighborhood planning efforts in Pioneer Square, Chinatown/ID, and the Greater Duwamish M&I Center; capital facilities and improvement projects, land use and urban design actions in South Downtown. The resolution stated the following principles for guiding South Downtown investment:

- Maintain community integrity, character, identity and safety.
- Strengthen the economic base and preserve opportunities for industrial uses.
- Expand housing opportunities in Chinatown/ID and Pioneer Square.
- Improve intermodal connections, local and regional access and mobility.
- Provide pedestrian connections and public spaces consistent with neighborhood plans.
- Improve transit service and connections.
- Provide and preserve parking for non-event uses.
- Provide infrastructure for growth.

The Implementation Plan for the proposed South Downtown Investment Strategy describes key projects and initiatives and identifies likely project sponsors, partners, and implementation milestones. Urban Design related priorities for the strategy include the following:

- Public Spaces/Public Art – Completion of the Pedestrian Connections Plan and King Street Area Access Improvements.
- Transportation and Parking – Completion of SR 519 Intermodal Access Project, Community Parking Facilities, King Street Station Redevelopment, Waterfront South Master Plan
- Business and Community Climate – Building safe environments through redevelopment of trouble sites such as Fortson Square and application of CPTED.



- Housing and Development Opportunities – Mixed-use development of the Kingdome North Parking Lot, use of surplus public property for housing development in Pioneer Square and Chinatown/ID
- Industrial Development – Improving freight mobility through the Access Duwamish and Fast Corridor Projects, land use and zoning modifications to better focus development activity on manufacturing and industrial uses.



Station Area Planning

Station Area Visions (2000):

International District, Pioneer Square, & Westlake/Convention Place

The Station Area Visions are summaries of the vision, tools and actions for the International District, Pioneer Square, and Westlake/Convention Place station areas attached to a City Council resolution approving concept level station area planning recommendations for areas around light rail stations in Seattle.

Visions

International District – Light rail will strengthen the ID's role as a cultural, shopping, and social center for Seattle's Asian-American communities. The street-level plaza between Union Stations and 5th Avenue S. connects the station to the District and is envisioned as a lively, welcoming, safe, urban space. Strong pedestrian, bicycle and transit connections are central to the success of this vision. The International District will continue to be a mixed-use district with new housing, retail and office developments expected in the near future.

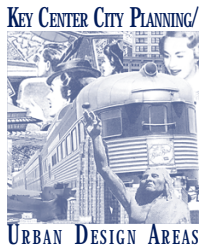
Pioneer Square – Pioneer Square is a vibrant residential, shopping, cultural and government center characterized by its historic buildings and active street life. The neighborhood plan vision focus is on maintaining historic character, maximizing development opportunities, increasing housing opportunities, improving public safety, strengthening the community's economic base, creating better pedestrian linkages, and mitigating impacts during sports events. Strong pedestrian, bicycle and transit connections are central to the success of this vision.

Westlake/Convention Place – Both the Denny Triangle and Commercial Core neighborhood plans envision increases in dense, mixed-use development balanced with amenities that make residential neighborhoods attractive. Their visions include parks, street trees, neighborhood-oriented businesses, and pedestrian-friendly green streets. The vision is centered on a good street environment that is safe, inviting and comfortable for pedestrians.

Tools to Accomplish Station Area Visions

International District and Pioneer Square:

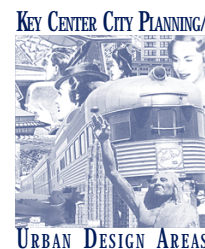
- Parking strategies – Parking policies and requirements to promote transit ridership, enable transit-oriented development, and protect neighborhood parking needs.
- Design guidance – Coordinate various design and historic guidelines.
- Public facilities – Site new branch library and community center in the ID Village Square. Coordinate with Civic Center and Downtown Library (Pioneer Square Station).
- Street reconfiguration/operational changes – Use Downtown Surface Streets Improvement project to provide stronger pedestrian connections to the heart of the ID, stadium area, and north of Jackson Street. Stronger pedestrian connections between Pioneer Square station and ferry terminal, King Street Station, Civic Center, and downtown Library.
- Sidewalk and crossing improvements – Pedestrian improvements including ADA compliance, within ¼ mile of the station. Focus on 2nd Ave. Extension and 3rd and 5th Avenues between Jackson and Marion Streets.
- Bicycle facilities and access – Provide bicycle parking facilities at stations. Curb separated bike path on Dearborn St.
- Car sharing – Expand car sharing program to stations.
- Bus service changes – Coordinate Metro Bus service with light rail at station.
- Gateway treatments – Reflect community identity at entries/exits of stations.
- Wayfinding/Public Art – Implement history and art based wayfinding. Clear directions between ID station and King Street Station, ID Village Square and Wing Luke Museum and between Pioneer Square station and Civic Center, Ferry terminal and Downtown Library.
- Housing actions – Promote mixed-use development with mixed-income housing in the station area through TDR/Bonus Program.
- Human services – Provide childcare centers as part of station area development.
- Economic development – Retain existing businesses impacted by Sound Transit construction.



- Plan coordination – Ensure consistency among all planning activities in the station area. Ensure neighborhood plan implementation through station area planning.

Westlake/Convention Place:

- Land use code (text and zoning changes) – Establish a Station Area Overlay for the Westlake/Convention Place station that would include development standards appropriate to the station area.
- Parking strategies – Parking policies and requirements to promote transit ridership, enable transit-oriented development, and protect neighborhood parking needs.
- Design guidance – Develop design criteria for TOD projects on public property including the Convention Place Station TOD. Coordinate with other permit processes and guidelines for light rail.
- Public facilities – Address need for public restrooms in station area.
- Street/alley vacations – Surface street and alley vacations for Convention Place TOD if project meets City and neighborhood goals.
- Street reconfiguration/operational changes – Use Downtown Surface Streets Improvement project to provide stronger pedestrian connections in the Denny Triangle to the Federal Courthouse, between Convention Place and Westlake Station, and to First Hill and Pike/Pine neighborhoods.
- Sidewalk and crossing improvements – Pedestrian improvements including ADA compliance, within ¼ mile of the station. Implement 9th and Terry Green Street concept.
- Bicycle facilities and access – Provide bicycle parking facilities at stations.
- Car sharing – Expand car sharing program to station.
- Bus service changes – Coordinate Metro Bus service with light rail at station.
- Open space improvements – Develop open space/urban plaza as part of the Convention Place TOD.
- Wayfinding/public art – Implement clear wayfinding system between Westlake Station and Denny Triangle destinations including Convention Place and the Convention Center.
- Housing actions – Promote mixed-use development with mixed-income housing in the station area through TDR/Bonus Program.
- Human services – Provide childcare centers as part of station area development.
- Joint development – The Convention Place TOD is a key project for maximizing transit-oriented development opportunities in the area.
- Public safety – Create safe and lively station area environment.
- Plan coordination – Ensure consistency among all planning activities in the station area. Implement the Denny Triangle Neighborhood Plan. Coordinate with Downtown Urban Design Strategy, Denny Triangle Green Streets project, Downtown Wayfinding Program, and the Downtown Surface Street Improvement Project.



Circulation and Streetscape

Downtown Design Forum (1994)

The Downtown Design Forum emphasized key streets as part of a downtown open space system. Since available parcels for open space are severely limited in downtown, participants recommended that a number of key streets could be improved to both enhance the pedestrian experience of downtown and serve some open space functions.

Highlights of Recommendations: Streets Selected for Park-like Improvement

Recommendation

Status

Alaskan Way

Parts of waterfront improved by private and public development projects (mostly north of Pike Place Market).

First Avenue

Quality of street improved by new development and businesses along street.

Third Avenue

No overall improvements yet.

Fifth Avenue

Improvements still needed south of Civic Center, Westlake/Stewart/Fifth Ave. intersection (Westlake Circle) may happen.

Jackson Street

Most recently addressed by King Street Area Urban Design Study, the Baseball Park Pedestrian Connections Plan and somewhat in Station Area Planning.

Madison Street

First Hill Neighborhood Plan recommends development of a Madison Street District around the proposed light rail station.

Marion Street

No improvements yet.

University Street

Harbor Steps completed between Western and 1st Avenues.

Pike Street

Improvement plan being developed by SeaTran.

Pine Street

Improvements made between Pike Place Market and 7th Ave.

Convention Center expansion and Convention Place redevelopment may provide opportunities for further improvements.

Lenora Street

Section between Westlake Ave. and Denny Way designated as Green Street per Denny Triangle Neighborhood Plan. Design underway as part of 9th and Terry Green Street project.

Bell Street

Designated Green Street. Pedestrian overpass (Alaskan Way) as part of Bell Street Pier.

Vine Street

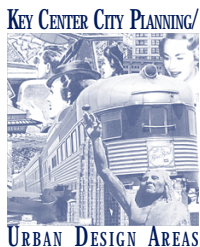
Growing Vine Street master plan developed by the neighborhood. Further refinement anticipated by SeaTran and CityDesign.

Westlake

Priority for both Denny Triangle and South Lake Union neighborhood plans.

Harrison and John Streets

No improvements yet.



Downtown Circulation Study (1999)

In the summer of 1997 SeaTran initiated the Downtown Circulation Study to determine how to improve transit, pedestrian and bicycle circulation within downtown Seattle (study area approximating the Center City). SeaTran convened the Downtown Circulation Advisory Group, consisting of downtown residents, employers, government agencies and other interests, for the purpose of identifying downtown circulation needs and help develop the Study's recommendations. Six key strategies were proposed for improving downtown circulation:

1. Simplify downtown transit circulation by consolidating local routes into key corridors and scheduling service to provide even headways between buses. (See map of Recommended Downtown Circulation Concept.) "Downtown Circulator" route was proposed as a means for providing better connection between the waterfront, Pioneer Square, ID, Belltown and retail core. 1st and 3rd Avenues proposed as primary local transit corridors running north/south.
2. Improve transit speed and reliability, especially in key local transit corridors to maximize transit service efficiency and effectiveness.
3. Establish a downtown wayfinding system.
4. Increase transit customer safety, comfort and convenience.
5. Provide and maintain pedestrian friendly streets, walkways, and, in some cases, alleyways.
6. Complete the downtown bicycle network in a way that minimizes conflict between bicyclists and pedestrians and bicycles and transit.



Green Streets

DCLU Director's Rule 11-93/SED Director's Rule 93-4: Design Guidelines/Implementation Process for Designated Green Streets (1993)

The Design Guidelines/Implementation Process establishes parameters for the design, permitting and implementation of designated Green Streets. The Director's Rule follows from the Green Streets policies and regulations contained in the 1985 Downtown Plan, Open Space Policies and the Land Use Code. The Green Streets Design Guidelines/Implementation Process presents a specific direction on how to design and gain approval for the development of a designated Green Street.

The Director's Rule defines "Green Street" to be "a right of way designed to give pedestrians, bicyclists and transit patrons preference over passenger vehicles for movement in designated streets. Green Streets serve as gathering places or as corridors connecting activity areas and open spaces in an attractive urban setting."

Provisions:

The design of Green Streets shall be consistent in character and use with the surrounding area and shall enhance the relationship between activity occurring in the street right of way and on abutting lots.

Green Street design shall exceed the minimum right of way improvements established in the Seattle Street Improvement Manual.

Safety for pedestrians shall be maximized.

The four types of Green Streets

- Type I: Motorized vehicle traffic is prohibited (except for emergency and off-hour delivery vehicles).
- Type II: Local access is the only vehicular traffic allowed.
- Type III: Continuous traffic allowed with widened sidewalks, landscaping and pedestrian amenities.
- Type IV: Areas such as street ends leading to neighborhood trails and open spaces where little or no traffic expected.

Guidelines for developing a Green Street Design Concept:

Basic Design Elements – Lists elements that need to be addressed in a Green Street design concept and goals for these elements.

General Design Standards for minimum project size, parking, transit improvements, street lighting and landscaping.

Permit Process – Describes evaluation and permit process for two situations:

1. Development of a designated Green Street that is part of a private project proposal will be reviewed during land use review for Master Use Permit (MUP) by DCLU in consultation with the Seattle Engineering Dept. - SED (now SeaTran and SPU). The Design Commission is to be involved early in concept development.
2. Development of a designated Green Street that is not part of a private project will be reviewed through the Street Use Permit process administered by SED (now SeaTran and SPU) in consultation with the Design Commission and DCLU.

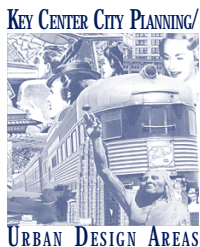
The Green Street design concept must be accompanied by a transportation impact analysis.

Includes criteria for evaluation of the design concept by the department director.

Maintenance guidelines – Requires that adjacent property owners be responsible for the maintenance of Green Streets fronting their properties.

Status:

Based on recent experiences with developing concept design plans for Green Streets in Belltown and the Denny Triangle, it is likely that the Design Guidelines/Implementation Process for Designated Green Streets will be revised in the future. CityDesign, DCLU and SeaTran are discussing possibilities for funding and staffing needed to revise the guidelines and integrate them as part of a larger Green Streets program. SPO and CityDesign are working on a "manual" to provide clear direction for implementing Green Streets.



Belltown Neighborhood Plan (1998)

Key Strategy A: Green Streets and Open Space Connections Strategy combines a series of actions that will provide parks and open space opportunities for residents of (Belltown) without significant expenditure of public funds for acquisition. Improve Green Streets within the community and improve and enhance connections to Open Spaces outside, but near, the neighborhood, most notably Myrtle Edwards Park and the Seattle Center.

Green Street Recommendations:

- Implementation of the Growing Vine Street and other Green Streets as designs are developed.
- Designate Clay Street, Eagle Street and Bay Street as Green Streets.
- Extend the Vine Street Green Street designation to Denny Way.
- Improve alleys as connections to and through Green Streets through mid-block crossings and traffic bulbs, screening dumpsters, installing lighting, promoting alley entrances, naming alleys and retaining brick paving. No alley connections across arterial streets.

Belltown Green Streets plan and guidelines:

Three distinct character areas:

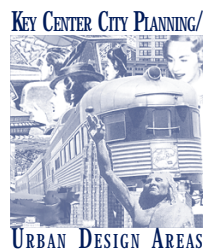
- Bell and Blanchard Region (South of Battery Street)
- Vine, Cedar and Clay Region (North of Battery Street)
- Eagle and Bay Streets (connections to Myrtle Edwards Park, waterfront and Seattle Center)

Denny Triangle Neighborhood Plan (1998)

One of the plan's key strategies recommends focusing neighborhood improvements to create residential enclaves along designated green streets. Focus amenity bonuses to nurture residential enclaves along green street couplets on 9th and Terry Avenues between Denny Way/Bell and Pike Street, Blanchard and Lenora between 5th Avenue and Denny Way, and within the northeastern portions of the neighborhood along Denny Way. The neighborhood would also like to see Lenora Street eligible for FAR bonuses from nearby Denny Triangle green streets.

The King County Council unanimously approved the Transfer of Development Credit Program in April, 2000. In addition to preserving rural land, the TDC scheme provides a funding mechanism to pay for streetscape improvements and amenities in the rapidly developing Denny Triangle Neighborhood.

Funding was obtained for a consultant to develop designs for 9th and Terry Streets in the Denny Triangle. SEATRAN and the neighborhood have approved the preliminary design for the 9th and Terry Green Streets. The consultant is preparing final drawings for adoption. CityDesign has been working with several developers to implement their portion of the design as part of their projects, SPU, who may be able to contribute to street improvements due to waterline work in the street, and Metro/King County, who will contribute funds from the Transfer of Development Credit program.

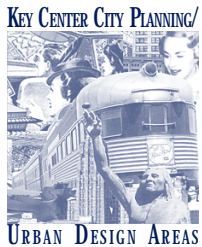


Public Art

Artwork Network (1984)

The Artwork Network study recommended downtown sites for public art as the basis for a downtown public art plan. The study also provided a rationale for assessing the urban context of public art and an approach to understanding the nature of existing public artwork. The study focuses on sites in six areas of downtown Seattle including:

- South Lake Union
- Denny Regrade
- Retail/Commercial Core
- The Waterfront area between Pike Place Market and Pioneer Square
- Pioneer Square/Civic Center/Chinatown-ID
- South Downtown



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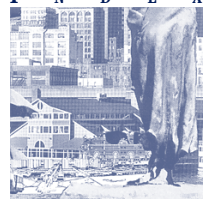
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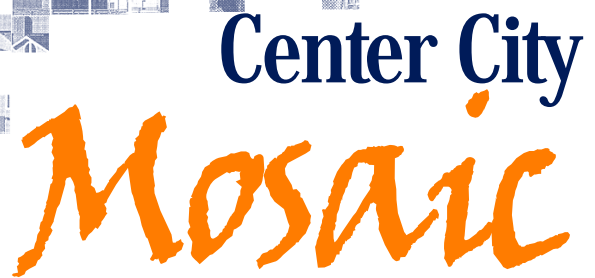
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Part One of *Connections and Places*

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CONNECTIONS and PLACES



A Center City Urban Design and Implementation Strategy

**Report
Documentation
and Design**

Robert Scully
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and Land Use